

Matanuska-Susitna Borough Capital Improvement Program FY 2016-2021



*Approved December 16, 2014
Assembly Resolution Serial No. 14-116*



**LARRY DEVILBISS, BOROUGH MAYOR
JOHN MOOSEY, BOROUGH MANAGER
EILEEN PROBASCO, PLANNING & LAND USE DIRECTOR**

Adopted: 12/16/14

**MATANUSKA-SUSITNA BOROUGH
RESOLUTION SERIAL NO. 14-116**

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY ADOPTING
THE CAPITAL IMPROVEMENT PROGRAM FOR FISCAL YEAR 2016 TO FISCAL
YEAR 2021

WHEREAS, MSB 3.04.060 requires the Matanuska-Susitna Borough Planning and Land Use Department to develop a six year capital improvement plan for proposed capital improvement program; and MSB 3.04.060 of the Borough Code requires the Planning Commission to review and comment on the proposed capital improvement program each year; and

WHEREAS, the capital improvement program includes general government, transportation, transit, port, plans, general public facilities, emergency services equipment and facilities, recreational facilities, trails, and school projects; and

WHEREAS, outreach was made to the general public, community councils, Borough staff, and advisory boards to submit nominations; and

WHEREAS, the Assembly passed Resolution Serial No. 14-073 in November 2014 approving state legislative priorities for state fiscal year 2016; and

WHEREAS, a total of 208 submitted projects were reviewed by staff against the evaluation criteria established for all nominations to the capital improvement program to create

prioritized lists for each section of the capital improvement program; and

WHEREAS, the Port Commission; the Transportation Advisory Board; the Parks Recreation and Trails Advisory Board; and the Aviation Advisory Board reviewed the prioritized lists and contributed their expertise to the lists, necessitating some re-ordering of priorities; and

WHEREAS, each of the advisory boards passed resolutions demonstrating support for the projects and confirming the top ten priority projects for each section; and

WHEREAS, nominations which did not fall under the purview of the advisory boards were reviewed by staff; and

WHEREAS, a fiscal year 2016-2021 Capital Improvement Program document was compiled for Planning Commission review; and

WHEREAS, the Planning Commission on August 18, 2014 recommended adoption of the proposed Capital Improvement Program for fiscal year 2016-2021 with passage of Planning Commission Resolution 14-22.

NOW, THEREFORE, BE IT RESOLVED, that the Matanuska-Susitna Borough Assembly adopts the fiscal year 2016 to fiscal year 2021 Capital Improvement Program attached to IM No. 14-197 and it shall be submitted to the Alaska State Governor and the State of Alaska Legislature; and

BE IT FURTHER RESOLVED, that the Matanuska-Susitna Borough Assembly requests state funding for fiscal year 2016 projects as prioritized in the Capital Improvement Program.

ADOPTED by the Matanuska-Susitna Borough Assembly this 16 day of December, 2014.



LARRY DeWIBISS, Borough Mayor

ATTEST:



LONNIE R. McKECHNIE, CMC, Borough Clerk

(SEAL)

PASSED UNANIMOUSLY: Sykes, Beck, Arvin, Colligan, Mayfield, and Halter

Sponsored by: Borough Manager
Postponed to 10/28/14: 08/26/14
Amended: 10/28/14
Adopted: 10/28/14
Reconsideration Filed: 10/28/14
Reconsideration Passed: 11/19/14
Amended: 11/19/14
Adopted: 11/19/14

**MATANUSKA-SUSITNA BOROUGH
RESOLUTION SERIAL NO. 14-073**

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY APPROVING
STATE LEGISLATIVE PRIORITIES FOR 2015.

MSB SEPTAGE AND LEACHATE FACILITY, PHASE I - \$2.2 million

The Borough wishes to begin the process to construct a septage and leachate treatment facility to address the disposal of septage created by the 93 percent of the Borough residents who rely on septic tanks for wastewater disposal as well as leachate disposal from the Borough landfill. Currently all septage and leachate is taken into the Municipality of Anchorage, where it receives minimal treatment before discharging to Cook Inlet. Phase I of the project includes the acquisition of land required to support septage and leachate disposal and engineering design. Phase 2 is for construction of a new treatment facility. The Wastewater and Septage Advisory Board has established criteria and a process for site selection. Funding for Phase 1 - Septage and Leachate Treatment Facility engineering design and possible land acquisition is estimated at \$2.2 Million. Phase 2 construction funding is approximated to be \$17.4 Million. The project is supported by the MSB Septage Treatment and Disposal Study (HDR, 2008) and will benefit the vast majority of Borough residents. The timeframe for the Septage and Leachate Treatment Facility (dependent upon funding) is 2020 for completion and beginning operations. This request will fund land acquisition and begin engineering design for the proposed facility.

PORT MACKENZIE RAIL EXTENSION - \$120 million

The 32.5 mile rail line extension connecting the Borough's Port MacKenzie to the Alaska Railroad Corporation's (ARRC) existing mainline track near Houston is a joint project of the Borough and ARRC. The project includes a 1.5 mile bimodal loop, one of the longest rail and road loops in Alaska for 100-car trains and semis carrying bulk materials.

The rail extension provides an economic transportation route from Interior Alaska to tidewater at Port MacKenzie. Rich mineral deposits locked in the Interior will have a cost effective transportation alternative to trucking. Project cargo, bulk resources, and fuel exports will develop further at Port MacKenzie due to the economies of rail. Although dependent on the funding, the project could be completed as early as 2017. Total project cost is estimated at \$303.5 million. Remaining funds required to complete the project are \$120 million. A breakdown of the request is as follows: estimated \$40 million for segment 2, estimated \$15 million for segment 5, and estimated \$65 million for ballast, ties, rail, and loop.

MSB SCHOOL ACCESS TRANSPORTATION BOND (2013) - \$14.4 million

Continued population growth has created a substantial and immediate need for road improvements identified in the Long Range Transportation Plan. These projects will prevent congestion and unsafe conditions.

In October 2013, Matanuska-Susitna Borough voters approved a bond package to provide 50 percent of the estimated funding for important transportation improvements to access to area schools, contingent on the State funding the remaining 50 percent:

- o Lucille Street and Pathway Upgrade for Tanaina Elementary;
- o South Trunk Road Extension Bridge for access to Machetanz Elementary School;
- o Seward-Meridian Parkway Intersection Improvements for access to Cottonwood Creek Elementary School;
- o Trunk Road Connector for access to Pioneer Peak Elementary School; and
- o Vine Road and Hollywood Road Intersection Improvements for access to Goose Bay and Knik Elementary Schools.

During the 2014 session, the State Legislature provided matching funds of \$1.6 Million to fund the construction of Clay Chapman Road/Knik Knack Mud Shack Road for access to the new Knik-Goose Bay Middle and High School.

PORT MACKENZIE DOCK PILE PROTECTION AND IMPRESS SYSTEM - \$4 million

This project will install 50 pipe pile sleeves, 14 fender pile sleeves, and an impress current anode system to protect the dock piles from completely losing the hot-dipped galvanized coating. This will slow down the deterioration of the piles due to scour and ice impact, as well as material loss due to corrosion. The initial zinc coatings on the deep-draft dock support and fender

piles are mostly worn off as documented by engineers. Each pile sleeve repair will consist of two high density polyethylene half-sleeves, 30-feet in length, fastened with three sleeve clamps. The impressed current anode system will be installed mid-way between the deep-draft dock and the sheet pile barge dock to protect both docks. The project will extend the useful life of the deep-draft dock and barge dock approximately another 20 years, thus saving/deferring tens of millions of dollars on future repair and replacement of the piles. The US Army Copy of Engineers permit application is in process. The project could be completed within two years.

SOUTH GATEWAY VISITOR CENTER - \$5 million

The goal of the project is to create a lively, attractive, well-designed space where residents and visitors can directly experience the wealth of cultural, natural, recreational and business amenities in the Mat-Su Valley. It is envisioned as a destination in its own right situated on a bluff with a dramatic view of Pioneer Peak and the surrounding area. Potential partners are involved in the preliminary planning phases. Over 780,000 annual visitors enter the Borough each year and by providing a singular destination with information could be enticed to prolong their stays in the Mat-Su, translating to greater economic activity for the Borough. A feasibility study was completed with funding from the National Scenic Byways program.

SEWARD MERIDIAN PARKWAY EXTENSION NORTH, PHASE 2 (PALMER-WASILLA HIGHWAY TO SELDON ROAD) - \$30 million

Seward Meridian Parkway (SMP) is one of only two north-south arterial corridors in the Borough's transportation network. The project will upgrade the current two-lane road with no shoulder to a four-lane road with shoulders, a separated path, a bridge over Cottonwood Creek, and safety improvements at intersections extending from the Parks Highway to Seldon Road. Phase 1, the Parks to Palmer-Wasilla Highway is complete, and Phase 2, from the Palmer-Wasilla Highway to Seldon Road is anticipated to begin in 2015. Thousands of Borough residents will benefit from this project through increased efficiency of traffic flow (faster travel time, safer travel, lower levels of vehicle emissions, and improved access to businesses, schools, and emergency services facilities). The project is supported by the MSB Long Range Transportation Plan and Official Streets and Highways Plan. The project will also extend SMP from Bogard Road to Seldon Road providing improved access to the Alcantra National Guard Armory and three existing schools. Alaska State

Department of Transportation and Public Facilities estimates this project to cost approximately \$30 million.

MSB SUBSTANDARD ROAD AND BRIDGE IMPROVEMENTS - \$10 million

Many roads within the Borough are in poor repair, lack sufficient right-of-way, sight distance, gravel base, or do not meet minimum design standards. These roads are often and more frequently becoming minor arterials and collectors, and must be upgraded to accommodate the traffic. These improvements will improve the overall functionality and safety of the Borough road system. Many of the roads are part of community transportation plans and the Borough's Long Range Transportation Plan. The project requires ongoing funding and construction until the roads are updated to meet minimum standards.

MUSEUM DRIVE EXTENSION (PARKS HIGHWAY CONNECTOR) - \$4 million

The Parks Highway from Wasilla to Big Lake is being upgraded to a four-lane highway by the Alaska Department of Transportation and Public Facilities due to high accident rates and traffic congestion. A frontage road system is required to pull local traffic off the Parks Highway. The Matanuska-Susitna Borough owns collector roads that run parallel with the Parks Highway corridor and could be used as frontage roads, but the collector roads are not connected. The Borough has identified four collector roads along this that could be used as frontage roads if connected to relieve the Parks Highway of a significant amount of local traffic. Museum Drive Extension is one of the four roads. The two mile project would extend Museum Drive west from Parks Highway MP 47 to intersect with Vine Road and then link up with Marigold Drive at Sylvan Road. The recent rapid growth in this area has resulted in an increase in local traffic and traffic crashes.

FISH PROTECTION - \$2 million

Salmon populations are declining in the Mat-Su as evidenced by the state designated stocks of concern, frequent sport fishing closures, and associated business losses. The causes for the declines are not understood at this point which is the reason why this project is designed to address multiple fisheries issues. Included in this project are actions to research fishery movements in Cook Inlet, habitat protection activities, and fish passage restoration projects. Research activities would study the movements of the mixed salmon species that live in Cook Inlet waters with the outcomes designed to improve fisheries management.

CONSOLIDATED FLEET SERVICES COMPLEX - \$11 million

Currently, the Matanuska-Susitna Borough operates three fleet maintenance operations: These three operations utilize facilities that are old and are not "purpose-built" to perform an efficient and effective fleet maintenance mission; rather, they are warm storage spaces that have been converted and adapted to fleet maintenance operations. A new facility needs to be designed to allow for a 24-hour operation so as to deliver the level of "after-hours" customer service necessary to keep these important fleets operating at maximum efficiency. The facility used to service the Emergency Services fleet is located in a building the Borough does not even own; the lease expires in 2017. Funding is sought to review the current situation and renovate or design a new, consolidated fleet services structure. This consolidated facility will service the Public Works Department, the Emergency Services Department, and Community Development Department's Parks/Recreation/Trails Division.

GOVERNMENT PEAK RECREATION AREA - \$6.65 million

This project will fund key capital improvements in the Government Peak Recreation Area. Natural gas will be extended to the Transit Center and North Mountain Trails Drive, and the parking lot will be paved. A professional and citizen advisory team is working with the Borough to conceptualize a Master Plan for the area based upon the Hatcher Pass Government Peak Unit Asset Management and Development Plan approved in 2012. Development, if feasible, will be in the southeast quadrant of the borough lands, east of the transit center. The gas line will have the capacity to support future development in the area.

BALD MOUNTAIN MOTORIZED USE PARKING AREA AND TRAILHEAD DEVELOPMENT - SITZE ROAD PARKING AND TRAIL - \$1.25 million

These funds will be used to enhance recreational opportunities for snowmachine use (motorized use) in the Hatcher Pass Management Area. The funds will be used to construct or improving parking and trailheads.

SOUTH DENALI VISITOR CENTER - \$8 million in State funds with \$20 million in Federal Matching Funds

The project will open up the south side of Denali National Park by constructing a year-round recreation facility with the dual purpose of a warming facility for snowmobilers, and information for hikers and tourists. The facility will have road access throughout the year, as opposed to the north side of the park which closes for the winter. The Center is a partnership between

the State of Alaska, National Park Service, Borough, and private entities. The project is supported by the Y Community Comprehensive Plan as well. Tourists are projected to spend an additional \$44 Million in the Borough once the Center opens its doors. Total cost of the project is \$35 Million.

EMERGENCY OPERATIONS CENTER - \$5 million

The Borough is in the planning stages for a permanent Emergency Operations Center (EOC) which will accommodate the Emergency Management Division staff year-round and serve as the EOC for disaster events, disaster exercises, and training. Disaster events are now managed from a temporary facility that does not meet the majority of the requirements of a contemporary EOC facility: Survivability, Redundancy, Communications, Flexibility and Open Architecture, and Security. A permanent EOC facility will ensure that the EOC is "hot" and immediately available to address any disaster event. The new facility will be approximately 10-12,000 square feet to accommodate offices, training spaces and most importantly all the technological and informational data and services necessary for a strong response effort. The ability to rapidly gather, and process incoming messages and to communicate and display this incoming information is critical to sound decision-making. As the myriad of information is processed and the incident management team responds to the event the timely sharing of the information with the State of Alaska and the local communities, and on-going record-keeping of the event activities is crucial. A permanent EOC will ensure the Borough is adequately prepared to meet these challenges.

PALMER AND WASILLA SWIMMING POOL RENOVATIONS - \$12 million

The recent Pool Assessment Study documented that both the Palmer and Wasilla Pools' operating systems and physical plants have reached obsolescence. The pools host over 150,000 visitors annually through instruction of thousands of children in swimming lessons, lifeguarding classes, and open recreational swim hours. The heating/cooling, electrical, plumbing, pool liners, roof, lighting, as well as other systems and fixtures, could fail at any time. Additionally, the pools are out of code compliance in terms of fire safety and ADA accessibility. If significant repairs are not completed in a very short time frame the Borough faces closed facilities due to extensive state of disrepair and lack of preventative maintenance. Extensive upgrades and repairs are necessary, although the construction of

a new aquatic facility may be more cost effective. Funding Needed: \$12 Million for Renovation; \$19 Million for New Facility.

PARKS HIGHWAY WASILLA ALTERNATIVE CORRIDOR - ADVANCE ROW ACQUISITION - \$10 million

Identify corridor for controlled access facility and purchase right-of-way to preserve the corridor for future alternate free-flow highway facility around Wasilla. General funds are needed to preserve a corridor before development in the area makes such a future corridor cost prohibitive.

WEST LAKES FIRE SERVICE AREA - STATION 7-3 - PARKS HIGHWAY STATION- \$3.5 Million

Construction of a new 24,000 square foot fire station at MP 51.3 of the Parks Highway, with facilities for 24-hour staffing of responders, centralized administrative offices, rooms for training and meetings, and several bays to stage emergency response apparatus. The strategic location sits at the confluence of three communities, Big Lake, Meadow Lakes, and the City of Houston. Sited adjacent to the Parks Highway it will provide for a more rapid response to emergencies in the primary FSA of West Lakes, as well as the other communities that we provide mutual and automatic aid to. Currently the West Lakes FSA has a very limited ability to provide 24-hour staffing out of any fire station. Office space is converted closets and storage rooms at three stations and two stations do not have any office space at all. Training has to be split between stations because the training rooms are too small to hold all of the responders. During winter months vehicles must be parked outdoors.

WASILLA-LAKES FIRE SERVICE AREA - SOUTHCENTRAL REGIONAL EMERGENCY SERVICES TRAINING CENTER - \$3 Million

This project will complete Phase 1 and Phase 2 of the Southcentral Regional Emergency Services Training Center Development Plan. This project includes the construction of a road system and a water system - including burying water lines and installing hydrants on the property, site clearing for the relocation of two training towers, the development of an emergency helicopter landing pad, the installation of utilities, the design and construction of a warehouse, the construction of a paved vehicle extrication site, a hazmat training site, and the purchase of training site equipment. The training and certification of the Matanuska-Susitna Borough Department of Emergency Services on-call responders is critical in developing and maintaining an effective emergency response system. The

current 501 on-call responders answer the emergency calls within their respective communities. The community relies on their level of training to mitigate all types of situations. The total price for the facility is \$5.7 Million.

ADOPTED by the Matanuska-Susitna Borough Assembly this 28 day of October, 2014.


LARRY DEVILBISS, Borough Mayor

ATTEST:


LONNIE R. McKECHNIE, CMC, Borough Clerk
(SEAL)

Final Vote:

PASSED UNANIMOUSLY: Sykes, Beck, Colligan, Mayfield, Colver, and Halter

Reconsideration Vote:

YES: Sykes, Beck, Colligan, Mayfield, and Colver

NO: Halter

Original Vote:

PASSED UNANIMOUSLY: Sykes, Beck, Arvin, Colligan, Mayfield, Colver, and Halter

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EXECUTIVE SUMMARY

PURPOSE AND BENEFITS

A Capital Improvement Program (CIP) is a multi-year planning instrument that drives the evaluation and identification of capital infrastructure projects in need of renovation, repair, and/or construction. The purpose of a CIP is to forecast a municipalities' capital needs over a short term period to allow for adequate planning, acquisition of funds, and project execution. This process relies on communities, staff, and policy makers to identify and forecast capital needs through a public process. Plans typically range from four to six years; the Matanuska-Susitna Borough (Borough) has selected a six year planning window.

The Borough Planning Department is tasked with the "development of capital improvement plans" in Borough code (MSB 2.36.020A3). The specifics of the CIP are described in MSB 3.04.060. The Borough's long range goal is to provide a mapping component to the program. Planning, Capital Projects and Geographic Information System (GIS) staff are working together to accomplish this task of combining the CIP with spatial data which will increase transparency in government, provide better accessibility of the information to the public, and utilize existing GIS data to provide more information about each project contained in the plan.

PROCESS

Two years ago, the CIP was thoroughly vetted. In preparation for a mapping component it was necessary to have detailed and current data. All projects were re-nominated. This resulted in a significant reduction in projects from 650+ to 189. A concern that was raised during the review process was the lack of formal review criteria. Prior to last year's review of projects, review criteria was established through the efforts of an inter-departmental working group. This required the nominations be revised to include new data for the evaluation, so extensive outreach to community councils, state agencies, borough departments, and the advisory boards was made again.

The first step in the FY 2016-2021 process was to provide project lists to Borough departments and community councils. Some projects were removed, and some new projects were added. All of the projects were then reviewed for appropriateness, the master spreadsheet was updated, review panels were convened for each section, and draft priority lists were submitted to the Transportation Advisory Board, Port Commission, Parks, Recreation and Trails Board, Aviation Advisory Board, and Planning Commission for their input, and submission of the final document to the Borough Assembly for approval.

The review criteria was a weighted numerical matrix of 11 factors ranging from health and safety to economic development. In some instances projects in the same category scored the same total, creating a tie. Those ties are noted in this report.

The review criteria exist to create an objective layer of evaluation, but the citizen advisors who serve as volunteers on the Borough's advisory boards are in a position to provide relevant data about the nominations not available to

staff. In some cases the advisory boards, after substantial debate, re-ranked the priority of nominations to reflect that knowledge. This added another important "truthing" layer to the entire process.

FUNDING SOURCES

A variety of funding mechanisms are used to accomplish projects in the CIP. These include State grants, general revenue and federally funded programs, general obligation bonds, Borough funds, and private funding sources. Another benefit of the CIP is an identified, public vetting process which most funders typically require. Federal funding has been crucial to the development of local, state and federal roads in the Borough over the past several years, but has been declining of late. Congress authorized a new federal funding bill in July 2012 entitled "Moving Ahead for Progress in the 21st Century Act," often referred to as Map 21. This new bill is designed to strengthen America's highways and establish a performance-based program. In addition to less federal road money coming into the state, this new act will focus federal money on national highways as opposed to state and local roads.

PROJECTS

There are a total of 208 projects contained in the FY 2016-2021 CIP. These projects are public in nature, over a \$50,000 threshold, not in conflict with an established process (such as siting schools), and generally construct, modify, replace, or plan an activity. Nominations were accepted from cities, community councils, staff members, advisory boards, and a few members of the general public.

Due to the six-year window of the program, it is necessary to set a maximum of ten (10) priority projects in each category. This designation changes from year to year based on new information, funding sources, or a change in policy direction. Some categories had more than ten project nominations; in those instances, a needs lists of the remaining projects was created to show the perceived total needs in the Borough.

The main portion of the document contains further information about all projects including a brief description, a specific Borough CIP identification number, the project nominator (who nominated the project), and funding needed, if known. Not all projects have a specific dollar amount attached at the CIP phase. In many cases, costs are one of the first stages of project development and will be developed as the project moves toward completion.

NATIONAL HIGHWAY SYSTEM

MAP 21

Federal funding has been crucial to the development of local, State and federal roads in the Borough over the past several years, but has been declining lately. Congress authorized a new federal funding bill in July 2012 entitled "Moving Ahead for Progress in the 21st Century Act," or Map 21 for short. This new bill is designed to strengthen America's highways and establish a performance-based program. In addition to less federal road money coming in the State, this new act will focus federal money on national highways as opposed to State and local roads.

ROAD CLASSIFICATION INFORMATION

In order to organize projects and make valid comparisons, the Capital Improvement Program uses generally accepted road classifications. Basic to this process is the recognition that roads, streets, and trails do not exist independently; rather, transportation moves people through a network of roads. Functional classification is the "process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide." In basic terms, a road can be functionally classified as:

- **Arterial:** These roads provide mobility so traffic can move from one place to another quickly and safely. These are major roads in the community.
- **Collector:** These roads link arterials and local roads, and perform some duties of each.
- **Local:** These roads provide access to homes, businesses, and other property.

PRIORITY PROJECTS

1. **Knik-Goose Bay Road Reconstruction, 4 Lane - MP .3-6.8, Centaur to Vine** (CIP #54)
Parks Highway - Lucus Road to Big Lake Improvements - MP 43.5-52.3 (CIP #55)
2. **Parks Highway Wasilla Alternative Corridor - Advance ROW Acquisition** (CIP #8)
3. **Knik Arm Crossing** (CIP #57)
4. **Glenn Highway - Erosion at MP 49** (CIP #11)
5. **Glenn Highway - Erosion Protection - MP 66.6-92** (CIP #120)
6. **Palmer-Wasilla Highway Eastern Terminus** (CIP #52)
7. **Glenn Highway - Parks to Arctic Renovation, 4 Lane - MP 34-42** (CIP #10)
8. **Glenn Highway - Rehabilitation - King River to Cascade - MP 66.5-92** (CIP #12)
Knik-Goose Bay Road Reconstruction, 4 Lane - Vine to Pt. MacKenzie Road (CIP #19)
9. **Glenn Highway - Moose Creek Canyon Reconstruction - MP 53-56** (CIP #13)
10. **Palmer-Wasilla Highway Center Turn Lane Widening** (CIP #155)

PROJECT DESCRIPTIONS

1. Tie - Knik-Goose Bay Road Reconstruction, 4 Lane - MP .3-6.8, Centaur to Vine

(STIP #23616; CIP ID #54)

Nominators: State of Alaska, MSB Pre-Design, Point MacKenzie Community Council

The project anticipates a four lane, divided highway upgrade of Knik-Goose Bay Road from MP .3, Centaur Avenue to MP 6.8, Vine Road, which will handle increasing residential, commercial, and industrial traffic loads. The road is currently classified as a Traffic Safety Corridor by the State with the highest fatal and major injury accident rate in the Borough. The scope of work includes separated bike/pedestrian facilities, safety engineering strategies, such as rumble strips, and reducing and combining access points that are determined to be the most effective at reducing crashes.

Funding Needed: \$108 Million

1. Tie - Parks Highway - Lucus Road to Big Lake Improvements - MP 43.5-52.3

(STIP #111961; CIP ID #55)

Nominator: State of Alaska

This project will widen the Parks Highway to four lanes with attendant traffic and safety improvements between Wasilla and the Big Lake Cutoff. Bridge No. 1922, the Wasilla Railroad Crossing, is included in the project. This road corridor has been designated a Traffic Safety Corridor by the State due to the high number of accidents and fatalities. In addition to heavy local traffic, the Parks Highway is the primary road connection between Anchorage and Fairbanks, and handles a considerable amount of commercial truck traffic. The design and right-of-way were funded in FY12, with construction dollars slated for FY14, FY15, and FY16. The project has three phases: 1) Lucus Road to Church Road (under construction in 2014), 2) Church Road to Pittman Road, and 3) Pittman Road to Big Lake Road. Total project cost is \$167,889,600.

Funding Needed: \$95.9 Million

2. Parks Highway Wasilla Alternative Corridor - Advance ROW Acquisition

(STIP Needs List #19665; CIP ID #8)

Assembly Priority - Nominator: MSB Public Works

Identify an alternative corridor to route traffic away from downtown Wasilla. A \$2 Million reconnaissance and preliminary engineering study is currently underway. The thousands of motorists who use the Parks Highway corridor for local and long distance purposes will benefit. A new corridor will also increase the safety of all the travelers. The City of Wasilla, the Borough, State of Alaska, and Federal government all support the concept.

Funding Needed: \$10 Million

3. Knik Arm Crossing

(STIP #20256, #20255; CIP ID #57)

Nominator: MSB Pre-Design

The Knik Arm Crossing will provide a more direct, alternate route from the MSB (Point/Port MacKenzie and beyond) to Anchorage and stimulate growth in the lower MSB. Current developments in the MSB, including Port MacKenzie, Pt. MacKenzie Rail Extension, South Big Lake Road Rail Extension, several new town sites, and the State's "Road to Resources" endeavors will benefit from the Crossing. Socioeconomic studies performed for the MSB indicate that this area will experience significant growth, and investment in infrastructure to support that growth should begin now in order to avoid costly highway expansion as is currently being experienced on the Knik Goose Bay Road and Parks Highway corridors.

Interchange for Port Mackenzie Access: Traffic generated from growth in the Port MacKenzie district will require safe and efficient access to the Knik Arm Crossing (southbound) and Point MacKenzie Road (northbound). Trucks entering traffic are slow moving and require dedicated lanes in order to safely merge into free flowing traffic. A grade-separated interchange, consisting of a short bridge over the main roadway with ramp access to and from the port, will provide for the safe and efficient transition of port traffic onto the main roadway. Right-of-way sufficient for future interchange access to the Port MacKenzie District has already been secured by the Knik Arm Crossing project.

Funding Needed: \$13 Million

Point MacKenzie Road Frontage Roads: Construction of frontage roads between Burma Road and Port MacKenzie within the controlled access corridor of the Knik Arm Crossing project will provide for the orderly growth of the surrounding area. The Knik Arm Crossing project is purchasing the controlled access right-of-way corridor for a future four lane extension of the project, and the MSB has planned the requisite access points to the future freeway. The MSB has previously upgraded the existing Point MacKenzie Road to frontage road standards, and it can serve as one of the two necessary frontage roads. Providing the other frontage road now will create a framework for commercial and residential development, and preserve the freeway corridor between for freeway construction when warranted. This approach will save money and minimize the need to request additional funds from the legislature in the future.

Funding Needed: \$25 Million

4. Glenn Highway - Erosion at MP 49 - Partially Funded

(STIP #23996; CIP ID #11)

Nominator: State of Alaska

This project will evaluate erosion caused by the Matanuska River at MP 49, near Palmer-Fishhook Road. The project will realign the Glenn Highway away from the bluff erosion. The Glenn Highway is a primary transportation corridor into the State of Alaska and used daily by Mat Valley residents to access employment, businesses, shopping, schools, etc. Thousands of travelers use the road on a daily basis. All long range transportation projects show the Glenn Highway as a major transportation corridor. Design funds were allocated in FY12. The total estimated project cost is \$7,235,000.

Funding Needed: \$6.5 Million

5. Glenn Highway - Erosion Protection - MP 66.6-92

(STIP 28089; CIP ID #120)

Nominator: MSB Pre-Design

There are six locations along the Glenn Highway between Sutton and Chickaloon where the road is susceptible to erosion and failure under normal flow conditions in the braided sections of the Matanuska River. This major highway corridor serves local, State, national, and international transport of people and goods. It is the main link between Alaska's largest community, Anchorage, and the lower 48 states, and Canada. Failure of the roadway would cause serious injury or death to anyone present when the road embankment fails. Economically, a road failure would close the road and cut off this important surface transportation link, which carries freight to and from Southcentral Alaska. Socially, a closure of the Glenn Highway would isolate residents of Sutton, Chickaloon, Glacier View, and beyond from the business centers, and where many of them work, shop, purchase food, attend school, etc. Reconstruction or rehabilitation is

part of the STIP program for several segments of the Glenn Highway, which encompasses these spots, including Bridge No. 545 over the Chickaloon River.

Funding Needed: \$11.8 Million

6. Palmer-Wasilla Highway Eastern Terminus

(STIP Needs List #27553; CIP ID #52)

Nominator: State of Alaska

This project advances “Alternative B” approved by a Palmer Community Committee, Palmer City Council, ADOT&PF, and the Borough Assembly to mitigate the Palmer-Wasilla Highway/Evergreen Street and Dogwood Avenue traffic congestion issue. The project will upgrade the east end of the Palmer-Wasilla Highway from Hemmer Road to the Glenn Highway, upgrade Evergreen Street, extend Dogwood Avenue to Felton Street, and extend Felton Street from Dogwood to the Palmer-Wasilla Highway. Thousands of residents, business customers, and those accessing Palmer High School will benefit from the project. The Borough and City of Palmer Long Range Transportation Plans, and the Official Streets and Highways Plans support this project. Construction will begin in the summer of 2015 and be completed in the summer of 2017.

Funding Needed: \$13.2 Million

7. Glenn Highway - Parks to Arctic Renovation, 4 Lane - MP 34-42

(STIP #11959; CIP ID #10)

Nominator: State of Alaska

The project will construct a four-lane roadway, including pathways and shoulders. The design will accommodate turning movements, add traffic and safety improvements, and intersection improvements as necessary, which may be developed in phases. The roadway will be illuminated the length of the project. Thousands of travelers use this major highway to commute to work and for local traffic, and are plagued with long-turning movements, particularly during the rush hours. The project is part of the State and Borough Long Range Transportation Plans. Right-of-way acquisition is slated to begin in FY15. The design is underway and out for local review. The total estimated project cost is \$74.4 Million.

Funding Needed: \$52.4 Million

8. Tie - Glenn Highway - Rehabilitation - King River to Cascade - MP 66.5-92

(STIP #28089; CIP ID #12)

Nominator: State of Alaska

This project combines two previous projects on the Glenn Highway to preserve and extend the service life of the highway, enhance safety, and evaluate the need for climbing lanes and passing lanes. The major realignments will be near Fish Lake Road (MP 72) and the Chickaloon River (MP 78). The project includes enhancements to Long Lake Wayside, and includes Bridge No. 0546 Purinton Creek. Thousands of travelers use the Glenn Highway as one of the primary routes into Alaska; numerous Borough residents use the road daily. As an interstate road the Glenn Highway is also crucial to interstate commerce. The project is included in the State and Borough's Long Range Plans. Current State funding shows right-of-way acquisition beginning in FY14, and construction after FY15.

Funding Needed: \$58.5 Million

8. Tie - Knik-Goose Bay Road Reconstruction, 4 Lane - Vine to Pt. MacKenzie Road
(STIP #23616; CIP ID #19)

Nominators: State of Alaska, Pt. MacKenzie Community Council

The project anticipates a four lane, divided highway upgrade of Knik-Goose Bay Road from MP 6.8, Vine Road to Point MacKenzie Road which will handle increasing residential, commercial, and industrial traffic loads. The road is currently classified as a Traffic Safety Corridor by the State with the highest fatal and major injury accident rate in the Borough. All residents of the Knik/Fairview/Point MacKenzie communities, employees commuting from Wasilla to Port MacKenzie, and commercial truck traffic will benefit from the improvements.

Funding Needed: \$23.2 Million

9. Glenn Highway - Moose Creek Canyon Reconstruction - MP 53-56
(STIP #2320; CIP ID #13)

Nominator: State of Alaska

The reconstruction of the Glenn Highway from MP 53 to MP 56 down the Moose Creek hill, will straighten a horizontal curve and includes improvements to Bridge No. 0541 at Moose Creek. The Glenn Highway is an interstate roadway and crucial to interstate commerce. Thousands of travelers use the road on a daily basis. The project is included in the State's Long Range Plan. The State DOT estimated design funding in FY12, right-of-way acquisition in FY14, and construction after FY15. The design is underway. Total project cost is \$43 Million.

Funding Needed: \$41 Million

10. Palmer-Wasilla Highway Center Turn Lane Widening
(CIP ID #155)

Nominator: State of Alaska/MSB

The project will construct two-way left turn lanes the length of the Palmer-Wasilla Highway from Hemmer Road to the current 4-lane section on the west end in order to address the continued conflicts on the roadway due to the number of motorists on the roadway and turning movements. In 2010, there were nearly 15,000 average annual daily traffic counts at the intersection of Hemmer Road, and at the intersection of Seward Meridian the average annual daily traffic count was 13,549. All these people will benefit by the extended dual turn lane down the length of the highway. The project is estimated to be completed in FY16.

Funding Needed: \$11 Million

TRANSPORTATION PLANNING

PRIORITY PROJECTS

1. **Big Lake Community Impact Assessment - Port to Parks Route, Phase 2, EIS** (CIP #160)
2. **Inter-Governmental Comprehensive Inter-Modal Transportation Plan** (CIP #156)
3. **Parks Highway - Willow Bypass Study** (CIP #9)
4. **Port to Parks Highway at Houston** (CIP #253)

PROJECT DESCRIPTIONS

1. **Big Lake Community Impact Assessment - Port to Parks Route, Phase 2 EIS** (CIP ID #160)

Nominator: Big Lake Community Council

The Big Lake Comprehensive Plan identified the desire to have the major traffic corridor/route from Point MacKenzie to the Parks Highway be routed around the town center of Big Lake. The Community of Big Lake successfully lobbied the State of Alaska to fund a Community Impact Assessment (CIA) Study. The scope of work for the contract called for the identification of three routes and a subsequent CIA of each route, specifically for the impact to the Big Lake town center area identified in the Big Lake Comprehensive Plan. The Community Council nominates this project to help ensure decision makers are aware of the study, the need for continued planning, and for future funding. Phase 2 of the Big Lake CIA would work toward route selection and the completion of an environmental impact study in order to meet the requirements for federal funding as this road is intended to be a highway.

Funding Needed: TBD

2. **Inter-Governmental Comprehensive Inter-Modal Transportation Plan** (CIP ID #156)

Nominator: Knik Tribal Council

The project proposes to develop an Inter-modal, Inter-governmental Comprehensive Transportation Plan between the Knik Tribe, the Borough, the City of Wasilla, and MASCOT. The purpose of such a plan is to help ensure the Borough's transportation system is capable of handling expected growth in the Borough, and the transportation plans are coordinated to maximize the combined resources of each organization. Each organization's transportation plan identifies similar goals. Specific transportation improvements can be summarized in five common topical areas: roadways, railways, public transit, port development, and the recreational transportation system. The goal of this plan is to provide better and more economic transportation improvements to accommodate feasible economic development, and provide safe and efficient transportation services. This planning process will primarily affect the population within the City of Wasilla boundary, adjoining transportation infrastructure and collector routes. The end product from this plan will be included in the MSB Long Range Transportation Update.

Funding Needed: \$2 Million

3. Parks Highway - Willow Bypass Study (CIP ID #9)

Nominator: Willow Area Civic Organization

The goal of the Highway Bypass Study is to identify at least two north/south routes that could be constructed as a bypass highway around the community of Willow. By initiating the study now, and reserving available public lands, it is possible to communicate thoroughly with prospective neighbors on the routes. The goal is to avoid the risk of a sole option of a 1,000 foot expansion of the Parks Highway through the middle of the community. Trails are currently available and encouraged to get from place to place in the downtown core which would no longer be possible with a four-lane road, median, and frontage roads. Willow has numerous recreational and scenic opportunities within a short distance of the town center. Planning and identification of corridors could be accomplished within a year of receiving funding.

Funding Needed: \$250,000

4. Port to Parks Highway at Houston (CIP ID #253)

Nominator: Beth Fread

The "Port to Parks" road route, from Port MacKenzie to Houston near the new rail head, will support commercial and commuter traffic between Fairbanks, and the northern and western parts of the Borough. This route will provide for less congested, safer, and lower-cost maintenance requirements along the Glenn and Parks Highways between Anchorage, the Big Lake Road/Houston/Parks Highway junction, and to Palmer by re-routing traffic. The project is related to numerous other projects including the Knik Arm Crossing, the Big Lake Road Realignment, the Point MacKenzie Townsite, the Port MacKenzie Railroad Extension, and the State's "Roads to Resources" projects. Although funding for the route will need to be determined, cost savings for the project in the form of existing environmental analyses, drainage studies, and structural requirements are identified in the railroad extension project. Additionally, many potential court battles have had the precedent set for the success of developing along this route. As an alternate to the Parks Highway, federal transportation funding, drainage upgrade grants, fish and wildlife enhancement grants, and State transportation and public facilities funds should also be available for the project. Finally, the City of Houston has delivered a resolution in support of this route, while 75% of the groups participating in a Big Lake Community Impact Assessment (CIP #160) determined that an alternate route outside the Big Lake area should be selected.

Funding Needed: TBD

ALASKA HIGHWAY SYSTEM

PRIORITY PROJECTS

1. **Vine Road Upgrade** (CIP #44)
2. **Big Lake Intersection Improvements** (CIP #23)
3. **Point MacKenzie Road Upgrade - Knik-Goose Bay to Burma Road** (CIP #33)
4. **Petersville Road Rehabilitation MP 0-9.2** (CIP #59)

PROJECT DESCRIPTIONS

1. Vine Road Upgrade

(STIP #23233; CIP ID #44)

Road Class: Minor Arterial

Nominator: Meadow Lakes Community Council

The MSB Long Range Transportation Plan recommends a pathway be constructed along Vine Road to improve connectivity with existing pathways networks in the area. The Vine Road Upgrade project, which was part of the MSB 2011 road bond, was completed in October 2014. Right-of-way and budget limitations precluded the inclusion of the pathway in the Vine Road Upgrade project. This project would provide funding for the design and construction of a pathway along Vine Road.

Funding Needed: \$5 Million

2. Big Lake Intersection Improvements

(STIP #23233; CIP ID #23)

Road Class: Minor Arterial

Nominator: Big Lake Community Council

Two intersections in the downtown Big Lake area were a part of the 2011 Matanuska-Susitna Borough Road Bond package. A total of \$2 Million is now available for intersection improvements at Hollywood Road and S. Big Lake Road, and at the Y intersection of W. Big Lake Road, S. Big Lake Road, and Northshore Drive. The Y intersection is the busiest intersection within the Big Lake town center, and the Hollywood and Big Lake Road intersection connects two thriving communities. The Community Council nominates this project in case of a funding shortfall in the Bond package.

Funding Needed: \$2 Million

3. Point MacKenzie Road Upgrade - Knik-Goose Bay to Burma Road

(CIP ID #33)

Road Class: Major Collector

Nominator: Point MacKenzie Community Council

This seven and one-half mile stretch of road from Knik-Goose Bay to Burma Road is degraded from heavy construction traffic, and is rapidly becoming more dangerous due to increasing traffic loads with the development of Goose Creek Correctional Facility and traveling liquid natural gas trucks. Rebuilding the road bed, expanding the shoulders, and resurfacing are necessary. All residents, visitors, and employees traveling to and from the industrial

and commercial development along this corridor will benefit. The project is supported by the Point MacKenzie and Big Lake Comprehensive Plans.

Funding Needed: TBD

4. Petersville Road Rehabilitation MP 0-9.2

(STIP #7240; CIP ID #59)

Road Class: Minor Collector

Nominator: State of Alaska

The project will rehabilitate Petersville Road from the Parks Highway to MP 9.2, the existing end of the pavement. The project will also address width, grade, and alignment concerns; improve drainage; rehabilitate or replace Moose Creek Bridge; rehabilitate the pavement and construct a pathway from MP 0 to MP 3. The project also incorporates three bridges. Petersville Road is a major access to recreational lands in the northern Borough. It is used heavily throughout the year for access to fishing grounds, hunting areas, and four-wheel and snow machine trails. The State STIP shows small funding in FY14, with the majority of funding coming in FY15 and beyond.

Funding Needed: \$15.64 Million

COMMUNITY TRANSPORTATION PROGRAM

PRIORITY PROJECTS

1. **MSB School Access Transportation Bond - 2013** (CIP #216)
2. **Fish Passage** (CIP #235)
3. **South Trunk Road Extension** (CIP #53)
4. **Seward Meridian Parkway Extension North - Phase 2** (CIP #51)
5. **MSB Substandard Road Improvements** (CIP #38)
6. **Museum Drive Extension (Parks Highway Connector)** (CIP #261)
7. **Seldon Road Extension - Phase 2** (CIP #42)
8. **Wasilla-Fishhook Road - Main Street One-Way Couplet** (CIP #32)
9. **Knik River Road Tour Bus Scenic Turnout - MP 6.8** (CIP #29)
10. **Wasilla-Fishhook Road Upgrade, Seldon Road to Palmer-Fishhook Road** (CIP #242)

PROJECT DESCRIPTIONS

1. **MSB School Access Transportation Bond - 2013**

(CIP ID #216)

Nominator: MSB Pre-Design

In October 2013, Matanuska-Susitna Borough voters approved a bond package to provide 50% of the estimated funding for important transportation improvements for access to area schools, contingent on the State funding the remaining 50%:

Lucille Street and pathway upgrade for Tanaina Elementary;

South Trunk Road Extension Bridge for access to Machtetanz Elementary School;

Seward-Meridian Parkway Intersection Improvements for access to Cottonwood Creek Elementary School;

Trunk Road Connector for access to Pioneer Peak Elementary School;

Vine Road and Hollywood Road intersection improvements for access to Goose Bay and Knik Elementary Schools.

During the 2014 session, the State Legislature provided matching funds of \$1.6 Million to fund the construction of Clay-Chapman Road/Knik Knack Mud Shack Road for access to the new Joe Redington Sr. Junior/Senior High School.

Funding Needed: \$14.4 Million

2. **Fish Passage**

(CIP ID # 235)

Nominator: MSB Planning

The Borough has been engaged in projects to replace culverts that block fish passage for over a decade in collaboration with Alaska Department of Fish and Game, US Fish and Wildlife Service and road service areas. Funds are needed to continue this work to replace remaining fish passage barriers. Fish passage projects not only

remove barriers to fish but they also improve road infrastructure by increasing capacity of culverts to handle flood waters, thus decreasing damage from floods. All of the 80 previously restored fish passage culverts withstood the September 2012 floods.

Funding Needed: \$1 Million

3. South Trunk Road Extension

(STIP Needs List #23229; CIP ID #53)

Nominator: MSB Capital Projects

Road Type: Minor Arterial

The project will provide a two-lane collector road with shoulders and pedestrian facilities needed to address increased development and growth south of the Parks Highway. The project will also provide a highway facility for pupil transportation and will access Machentanz Elementary School located on Nelson Road. The project will construct an extension of Trunk Road south from the Parks Highway, and the Trunk Road interchange to Nelson Road with a bridge over the Alaska Railroad for vehicle traffic. Thousands of residents and a number of businesses will ultimately benefit from this project which will provide improved access to a number of large subdivisions and a school. The project is supported by the MSB Long Range Transportation Plan and Official Streets and Highways Plan. Construction of the first phase is anticipated to be complete in 2015.

Funding Needed: \$9 Million

4. Seward Meridian Parkway Extension North - Phase 2

(STIP #2481; CIP ID #51)

Nominator: MSB Pre-Design

Road Type: Major Arterial

Seward Meridian Parkway is one of only two north-south arterial corridors in the Borough's transportation network. The project will upgrade the current two-lane road with no shoulder to a four-lane road with shoulders, a separated path, a bridge over Cottonwood Creek, and safety improvements at intersections extending from the Parks Highway to Seldon Road. Phase 1, the Parks to Palmer-Wasilla Highway is complete, and Phase 2, from the Palmer-Wasilla Highway to Seldon Road is anticipated to begin in 2015. Thousands of Borough residents will benefit from this project through increased efficiency of traffic flow (faster travel time, safer travel, lower levels of vehicle emissions, and improved access to businesses, schools, and emergency service facilities). The project is supported by the MSB Long Range Transportation Plan and Official Streets and Highways Plan. The State predicts additional funding after FY15.

Funding Needed: \$30 Million

5. MSB Substandard Road and Bridge Improvements

(CIP ID #38)

Nominator: MSB Public Works

Many roads within the Borough are in poor repair, lack sufficient right-of-way, sight distance, gravel base, or do not meet minimum design standards. These roads are often and more frequently becoming minor arterials and collectors, and must be upgraded to accommodate the traffic. These improvements will improve the overall functionality and safety of the Borough road system. Many of the roads are part of community transportation plans and the Borough's Long Range Transportation Plan. The project requires ongoing funding and construction until the roads are updated to meet minimum standards.

Funding Needed: \$10 Million Annually

6. Museum Drive Extension (Parks Highway Connector)

(STIP #2481; CIP ID #261)

Nominator: MSB Capital Projects

Road Type: Major Arterial

The Parks Highway from Wasilla to Big Lake is being upgraded to a four-lane highway by the Alaska Department of Transportation and Public Facilities due to high accident rates and traffic congestion. A frontage road system is required to pull local traffic off the Parks Highway. The Borough owns collector roads that run parallel with the Parks Highway corridor and could be used as frontage roads, but the collector roads are not connected. The Borough has identified four collector roads along this that could be used as frontage roads if connected to relieve the Parks Highway of a significant amount of local traffic. Museum Drive Extension is one of the four roads. The two-mile project would extend Museum Drive west from Parks Highway MP 47 to intersect with Vine Road and then link up with Marigold Drive at Sylvan Road. The recent rapid growth in this area has resulted in an increase in local traffic and traffic crashes.

Funding Needed: \$4 Million

7. Seldon Road Extension – Phase 2

(CIP ID #42)

Nominator: Meadow Lakes Community Council/MSB Capital Projects

Road Type: Major Collector

Seldon Road is a two-lane, minor arterial roadway stretching for several miles in the Wasilla area. It currently terminates at Church Road. The Seldon Road Extension project will extend Seldon Road past Church Road to a proposed new intersection with Pittman Road. This 4-mile-long project will include two phases. The Seldon Road Extension – Phase I is currently funded and under construction from Seldon Road to Beverly Lake Road, with a scheduled completion in summer 2015. Seldon Road Extension – Phase II begins at Beverly Lake Road near Windy Bottom Drive and ends at Pittman Road providing access for Pittman Road area residents travelling to Wasilla, as well as providing alternative access from Pittman Road to Church Road. Funding remaining from Phase I will initiate the design and ROW acquisition for phase II. An additional \$7.5 million is needed to complete the project.

Funding Needed: \$7.5 Million

8. Wasilla-Fishhook Road - Main Street One-Way Couplet - Partially Funded

(STIP Needs List #2503; CIP ID #32)

Nominator: State of Alaska

Road Type: Major Arterial

Develop a one-way couplet in downtown Wasilla bounded by Bogard Road, Knik-Goose Bay Road/Main Street, Yenlo/Talkeetna Street, and the Palmer-Wasilla Highway. The project is the initial effort to begin addressing the capacity and safety needs of the Knik-Goose Bay corridor. Knik-Goose Bay Road is a designated Traffic Safety Corridor by the State and this project begins to address the congestion and safety concerns in the area where thousands of motorists travel daily. The project has an extensive public participation process sponsored by DOT and the City of Wasilla. Current State funding shows design and right-of-way through FY14 with construction after FY15.

Funding Needed: \$11.3 Million

9. Knik River Road Tour Bus Scenic Turnout - MP 6.8

(CIP ID #29)

Nominator: MSB Pre-Design

Road Type: Major Collector

Mile 6.8 on Knik River Road is one of few opportunities for motorists to view the Knik Glacier. Vehicle traffic repeatedly stops in the westbound lane or inadequately parks on the very minimal shoulder. This project will construct a pull out suitable for tour buses and create a meandering trail to a scenic overlook. In addition to the safety benefit for the residents who live beyond MP 6.8, this project will benefit the tourist traffic whose current unsafe behavior demonstrates the need for the project. The project has been designed and construction documents have been prepared. Another, smaller project (CIP ID# 272) seeks to build a more modest turnout on the north side of the road.

Funding Needed: \$550,000

10. Wasilla-Fishhook Road Upgrade, Seldon Road to Palmer-Fishhook Road

(CIP ID #242)

Nominator: MSB Assembly

Road Type: Minor Arterial

This project will straighten and widen Wasilla-Fishhook in phases to upgrade the northern portion of Wasilla-Fishhook Road from Seldon Road intersection to Palmer-Fishhook intersection. The southern portion of the roadway was recently re-built from Wasilla to Seldon. The road will be straightened, widened, and provide paved shoulders to improve safety. Many subdivisions, businesses, and Shaw Elementary School are accessed from Wasilla-Fishhook Road. The current road, which was built on a wagon trail from the railroad in Wasilla to the mines at Hatcher Pass, does not meet standards for a minor collector road due to sharp curves, lack of shoulders, and poor sight distance at intersections.

Funding Needed: TBD

COMMUNITY TRANSPORTATION RAIL PROJECT

1. Port MacKenzie Rail Extension

(STIP #18820, CIP ID #58)

Nominator: MSB Pre-Design

The 32.5 mile rail line extension connecting the Borough's Port MacKenzie to the Alaska Railroad Corporation's (ARRC) existing mainline track near Houston is a joint project of the Borough and ARRC. The project includes a 1.5 mile bimodal loop, one of the longest rail and road loops in Alaska for 100-car trains and semis carrying bulk materials.

The rail extension provides an economic transportation route from Interior Alaska to tidewater at Port MacKenzie. Rich mineral deposits locked in the Interior will have a cost effective transportation alternative to trucking. Project cargo, bulk resources, and fuel exports will develop further at Port MacKenzie due to the economies of rail. Although dependent on the funding, the project could be completed as early as 2017. Total project cost is estimated at \$303.5 million. Remaining funds required to complete the project are \$120 million. A breakdown of the request is as follows: estimated \$40 million for segment 2, estimated \$15 million for segment 5, and estimated \$65 million for ballast, ties, rail, and loop.

Funding Needed: \$120 Million

COMMUNITY TRANSPORTATION PROGRAM NEEDS LIST

LISTED BY ROAD TYPE - NO PRIORITY ORDER

MAJOR ARTERIALS NEEDS LIST IN ALPHABETICAL ORDER

Bogard/Seldon Roads Corridor 4 Lane Upgrade

(CIP ID #17)

Nominator: MSB Pre-Design

This project will upgrade Seldon and Bogard Roads three miles from the Bogard and Trunk Road intersection to the Bogard and Seldon Road intersection. This roadway will serve as a link in completing an alternate route to the Palmer-Wasilla Highway. The project includes widening, intersection improvements, pathway, and other safety projects as needed. When completed, the expanded roadway will greatly benefit hundreds of travelers a day. Funding is needed for Design and ROW acquisition.

Funding Needed: \$33 Million

Valley Pathways School Access Improvement Project

(CIP ID #265)

Nominator: MSB Capital Projects

This project will improve access to the Valley Pathway School by extending a road to the Palmer-Wasilla Highway/Hemmer Road intersection where there is a protective access via the traffic signal. Current access is by way of France Road which intersects with Palmer-Wasilla Highway with no signal. Left turns into and out of France Road are unsafe and time consuming due to the heavy traffic on Palmer-Wasilla Highway. Residents of several subdivisions, students and teachers whose destination is Valley Pathway School, and commuters on the Palmer-Wasilla Highway will benefit from this project.

Funding Needed: \$9.75 Million

MINOR ARTERIALS NEEDS LIST IN ALPHABETICAL ORDER

Big Lake Road & Hollywood Road Intersection

(CIP ID #252)

Nominator: MSB Capital Projects

The purpose of the project is to construct intersection improvements along Big Lake Road at Hollywood Road. This project is part of the 2011 Road Bond Projects along with the intersection improvements at Northshore Drive. Due to lack of funding, the design of the Hollywood Road Intersection will be completed only if funding is available following construction of the Northshore Drive intersection improvements. ROW acquisition services have been provided but lack of funding prevents construction. Many Big Lake residents use Hollywood Road to travel west rather than the Parks Highway. Tourists also use this intersection to access Big Lake and businesses. A number of construction projects are using S. Big Lake Road to access the project sites.

Funding Needed: \$1.5 Million (estimated)

Big Lake Town Center - Street Illumination

(CIP ID #122)

Nominator: Big Lake Community Council

The project will install street lights to illuminate the town center of Big Lake as defined by the Big Lake Comprehensive Plan. Street lights will be installed on Big Lake Road from Beaver Lake Road through Fish Creek Park. The town center of Big Lake includes an elementary school, public library, post office, family park, supermarket, restaurants, and ice arena/recreational center, as well as several other businesses. Illuminating this area will make it safer for foot and vehicular traffic, and will discourage vandalism.

Funding Needed: TBD

Bogard Road Extension to Glenn Highway

(STIP #23228; CIP ID #48)

Nominator: MSB Public Works

This project will extend the Bogard/Seldon Road arterial west to the Glenn Highway, extending the east/west corridor that has been planned from the City of Palmer to the City of Wasilla. Thousands of residents are expected to use this new corridor which should relieve traffic congestion and improve safety on the Palmer-Wasilla Highway. The State Legislature has funded the entire project from the Glenn Highway to just past Colony Middle School (along Colony Way). The project remains on the list as a high priority of the Borough until completed.

Funding Needed: TBD

Hatcher Pass Road Resurfacing - MP 18-20

(STIP #9732; CIP ID #56)

Nominator: State of Alaska

This project will resurface the existing gravel road. Hatcher Pass is one of the primary recreation and tourism sites in the Borough; the Borough is investing in a cross country Nordic ski facility just south of the project. The road also connects the communities of Willow and Palmer together during the summer months when the pass is open. In the winter months the roads leading up to the closed pass are used to reach residences and to access recreational activities such as snowmobiling, skiing, and sledding. All users of the area will benefit. The project is in the State STIP which shows design and right-of-way funding in FY14, and construction in FY15. The total cost of the project is \$7,960,000.

Funding Needed: \$5.5 Million

Seward Meridian Parkway/Seldon Road Intersection Improvements

(CIP ID #264)

Nominator: MSB Transportation Advisory Board

The intersection of Seward Meridian Parkway and Seldon Road is currently used by Borough staff, Borough school district personnel and buses, parents and students to access Teeland Middle School and the MSB Career and Technical High School. At peak hours of the day the traffic on Seldon Road increases to the point that it is very difficult for those mentioned above to pull out of Seward Meridian Parkway onto Seldon. Several very serious accidents and many near misses have occurred at this location. The project is presented as two alternatives:

A. An early warning flashing yellow light (about a 1/4 mile before the intersection) indicating that there is a school intersection ahead; a separated right turn lane on Seldon onto Seward Meridian Parkway; and an overhead four-way flashing yellow light hanging over the intersection.

B. A temporary full signal traffic light (temporary in that wood poles and overhead cables would be used rather than steel poles and underground conduit/wiring).

Funding Needed: \$1 Million

Trunk Road-Parks Highway Interchange Improvements

(CIP ID #271)

Nominator: MSB Capital Projects

Complete traffic study, design and construct interchange improvements on the north side of the Trunk Road-Parks Highway Interchange. The current Parks Highway to Trunk Road off-ramp was not designed to carry heavy traffic turning south over the interchange. As the residential and commercial property south of the Parks Highway continues to develop at a rapid pace the off-ramp needs to be redesigned to carry more traffic without backing vehicles up on the ramp. The Gateway Community Council area residents as well as Borough residents shopping at the many commercial stores on the south side of the interchange will reap direct benefits from this project. It will also ensure the smooth functioning of a vital interchange for Valley commuters.

Funding Needed: TBD

MAJOR COLLECTORS NEEDS LIST IN ALPHABETICAL ORDER

Caswell Lakes Road Paving

(CIP ID #255)

Nominator: MSB Capital Projects

This project is part of the 2011 Road Bond Projects. Due to lack of funding, the paving will not be completed. The project is 4.5 miles long. This includes Caswell Lakes Road, South Bendapole Road, East Passtheba Avenue, and South Lostaspinner Street. The road design is complete and construction of the road base is underway.

Funding Needed: \$1.6 Million

Fairview Loop Reconstruction and Extension, Old Matanuska Road to Fireweed Road

(CIP ID #222)

Nominator: MSB Capital Projects

This project would remove a dangerous intersection where Fairview Loop meets Old Matanuska Road by constructing a bridge over Fairview Loop and the Alaska Railroad. Fairview Loop would then be realigned and extended northeast to connect with Fireweed Road (the Parks Highway frontage road). The project will also construct a side road extending from the new Fairview Loop alignment southeast with an overpass over the Alaska Railroad to Nelson Road.

Funding Needed: TBD

Fairview Loop Rehabilitation

(STIP #51774; CIP ID #126)

Nominator: State of Alaska

Traffic counts and site monitoring show traffic increasing along the entire length of Fairview Loop, a narrow road that has no pedestrian facilities. This project will correct those deficiencies to the benefit of everyone who uses the road, especially students who attend Snowshoe Elementary School. The project has four components. The first component is a realignment of the Fairview/Knik-Goose Bay (KGB) intersection to match with an extended S. Mack/Clapp Road from Wasilla, moved approximately 100' to the west. The second, third, and fourth components will construct 4' shoulders on both sides of the road and add a 10' separated path on the north side of the road. These segments are from Hayfield to Edlund Road, from Edlund Road to Fireweed Road (the Parks Highway frontage road), and from Top of the World Circle to Hayfield Road, respectively. The separated trail is being added on the north side to provide access to Snowshoe Elementary School.

Funding Needed: \$30 Million

Knik River Road Fire Service Pullouts

(CIP ID #27)

Nominator: South Knik Community Council

This project addresses a need for a water access pullout at MP 8.0 of Knik River Road, large enough for fire trucks to be able to turn around. This pullout needs to be constructed to support the weight of fire apparatus in marshy areas next to the waterbody, and will require aggregate fill and pavement. All of the residents along Knik River Road will benefit from faster fire service response time. Home insurance rates may be reduced, and the risk of environmental damage from structural fires turning into wild land fires will be reduced as well.

Funding Needed: \$60,000

Knik River Road South Side Scenic Turnout - MP 6.8

(CIP ID #272)

Nominator: South Knik Community Council

This project proposes a small 100' by 25' gravel pad on the north side of the road at MP 6.8 to allow vehicles to pull off the road at a prime Knik Glacier vantage point. A 100' trail up the mountain will be constructed to enhance the viewpoint. Signs for "Scenic View Point" and "Reduce Speed" are also part of the project. Vehicles currently stop on the road, with no shoulder, to take advantage of the glacier's proximity which creates a significant safety hazard. This project is an alternative to the more costly Knik River Road Tour Bus Scenic Pull Out (CIP ID #29).

Funding Needed: \$50,000

Knik River Road Three Fish Passage Culverts

(CIP ID #31)

Nominator: South Knik Community Council

This project consists of three culvert replacements at MP 5.8, 7.2, and 8.0 of Knik River Road. The existing culverts are undersized or damaged. The culverts should be large enough to allow fish passage. The principal beneficiaries of the culvert replacement are not humans, but fish. Residents' value of wildlife and improved aquatic habitat creates spillover social benefit.

Funding Needed: \$790,000

Nelson Road Extension North

(CIP ID #269)

Nominator: MSB Capital Projects

This project would provide major collector road access for three large subdivisions to Fairview Loop Road. Traffic is currently routed through subdivision roads that do not have adequate ROW or design for the amount of traffic they are carrying. The proposed extension of Nelson Road would be approximately one quarter, to one half mile long and would extend from the current end of the pavement north to Fairview Loop. It is anticipated there will be some private funds for the Nelson Road construction.

Funding Needed: \$2.7 Million

Pittman Road - Fire Station 71 Warning Lights

(CIP ID #258)

Nominator: Meadow Lakes Community Council

Fire Station 7-1 is located on a blind corner of Pittman Road that requires emergency vehicles to exit with maximum caution. Current signage consists of two 30" yellow signs with a fire station icon. Meadow Lakes Elementary, next to the fire station has two flashing warning signs activated when school buses are operating.

Funding Needed: TBD

Pittman Road Upgrade

(CIP ID #262)

Nominator: Meadow Lakes Community Council

This project seeks to upgrade, widen and improve Pittman Road. Currently Pittman Road has many frost heaves and deteriorating pavement with poor or non-existent shoulders. Safety is a major concern with the present condition of the road. The project is supported by the Meadow Lakes Comprehensive Plan.

Funding Needed: TBD

Pittman Road Turn Lanes - Charter School

(CIP ID #39)

Nominator: Meadow Lakes Community Council

This project will install turn lanes onto and off of Pittman Road to improve access to Midnight Sun Charter School approximately 1.5 miles down Pittman Road. Travelers on Pittman Road will benefit as parents who are required to provide their own transportation to the charter school no longer queue in the roadway.

Funding Needed: TBD

Seldon Road Upgrade from Wasilla-Fishhook to Lucille Street

(CIP ID #263)

Nominator: MSB Capital Projects

The project calls for the upgrade of Seldon Road from Wasilla-Fishhook to Lucille Street, approximately 1.8 miles. This segment of Seldon currently consists of two 11-ft. travel lanes with no shoulders and minimal ditching. The proposed upgrade will increase the road width to two 12-ft. travel lanes with 8 foot shoulders with a separated paved pathway. This project will allow residents, commercial delivery trucks, school buses, and freight vehicles to travel in a safe manner the entire length of the Bogard-Seldon corridor from Palmer to Meadow Lakes.

Funding Needed: \$20 Million

MINOR COLLECTORS NEEDS LIST IN ALPHABETICAL ORDER

Alsop Road Improvements

(CIP ID #233)

Nominator: MSB Planning

Approximately 0.66 miles of Alsop Road must be improved to proceed with an amendment of the Point MacKenzie Subdivision to support private development in conformance with the Point MacKenzie Town Site Conceptual Master Plan. The improvements will result in an additional 0.66 miles of Alsop Road being improved to collector standards. The improvements are required in order to subdivide the parcel for future sale to private developers. This project will help incentivize private development in the town site. Existing Alsop Road past the prison is constructed to slightly better than pioneer standards. There are a large number of private lots accessed at the end of Alsop Road as well as a log processing mill. These improvements will remove a blind hill and widen a portion of the road. The Borough and public will benefit from the development and increase in tax base. Employees of the Goose Creek Correctional Center will benefit from increase in available local housing choices.

Funding Needed: \$3 Million

Ayrshire Road to Little Su Landing Improvements

(CIP ID #232)

Nominator: MSB Capital Projects

Ayrshire Road from the intersection with Point MacKenzie Road and Burma Road, to the gate at the Little Susitna River landing is 4.66 miles. This project will upgrade the road to 28', with two 12' paved driving lanes and two foot D-1 shoulders. The design will be complete in 2014 and the gravel road will be improved and ready for paving in 2014. Residents and tourists frequent the State facilities at the Little Susitna Landing. This project will improve access to that facility. Project design is underway.

Funding Needed: \$2 Million

Big Lake Collector Road

(CIP ID #43)

Nominator: Big Lake Community Council

This is a 5-7 mile long collector road required to complete a transportation loop that will connect W. Lakes Boulevard at Our Road, on the north shore of Big Lake to the W. Susitna Parkway on the south side of Crooked Lake. The road will provide access for residential and other types of development that is taking place in the area. Approximately 250 current homeowners will benefit immediately. The project will be a catalyst for development. The road will also provide proper egress and ingress to the area. A corridor study and preliminary study would be first, with construction in the future.

Funding Needed: TBD

Burma Road Construction - Local Traffic

(CIP ID #46)

Nominator: Big Lake Community Council

This project will construct a two-lane rural highway section with two travel lanes, shoulders and a utility corridor from Point MacKenzie Road to Susitna Parkway. This local collector road will serve the growing residential community, based around the continued development in the Port MacKenzie area. Benefits include improved access to goods and services, safer travel conditions, access to emergency services, and reduced travel time to places of employment. The Big Lake Comprehensive Plan supports the project.

Funding Needed: TBD

Clark-Wolverine Road Partial Realignment

(CIP ID #219)

Nominator: MSB Capital Projects

Clark-Wolverine Road has a series of dangerous "S" curves between MP 2 and 2.75 which need to be alleviated. Property on both sides of the road is currently for sale, which makes it an opportune time to purchase additional right-of-way to straighten the road.

Funding Needed: TBD

Lucus Road Improvement

(STIP #11721; CIP ID #22)

Nominator: State of Alaska

The project will improve Lucus Road between the Parks Highway and Spruce Avenue to an upgraded two-lane facility with shoulders, turning lanes, pedestrian facilities, landscaping, and drainage improvements. When completed, this project will benefit hundreds of travelers a day. The project is supported in the State and the

Borough's long range transportation plans. Right-of-way acquisition is underway and construction is slated to begin in FY16 and beyond. Total cost is \$23.2 Million.

Funding Needed: \$22.5 Million

Oilwell Road Upgrade

(CIP ID #221)

Nominator: MSB Capital Projects

This project will upgrade and pave Oilwell Road from the intersection with Petersville Road to the Moose Creek Bridge. Each spring the road experiences significant drainage issues and floods almost annually. Several State subdivisions and timber resources are at the end of the roadway, but cannot be accessed without these improvements. In addition to the timber resources, there are a number of other natural resources which have been identified in the area, but are currently inaccessible. This project is a contributor to the State of Alaska Roads to Resources program.

Funding Needed: \$6 Million

Smith Road Reconstruction and Pedestrian Pathway

(CIP ID #61)

Nominator: MSB Pre-Design

The road currently has serious structural damage, no shoulders, and lacks guardrails in one area, where it is probably warranted. There are several residential subdivisions and a few small businesses both north and south of Smith Road. It has an average daily traffic count of 1380. Improvements to the road and construction of a pathway would benefit public safety for both drivers and pedestrians, and reduce wear and tear on personal and commercial vehicles. The pathway would also provide a link between the Old Glenn Highway pedestrian path and the Matanuska Peak trailhead, completing a link to the popular recreation area between the Butte, the City of Palmer, and beyond.

Funding Needed: \$750,000

Susitna Parkway Extension

(CIP ID #25)

Nominator: MSB Pre-Design

This project will construct an extension of the Susitna Parkway a distance of approximately three miles from the junction of Papoose Twins Road to the Little Su River and is combined with a bridge project to provide access to the roads in the Fish Creek area. See companion project CIP ID #129, Bridge No. 1209 – Lewis Loop at Fish Creek.

Funding Needed: TBD

Sylvan Road to Hollywood Road Connection

(CIP ID #36)

Nominator: Meadow Lakes Community Council

The project will extend Sylvan Road to Sylvan Lane. The connector will give residents from Knik and lower Big Lake direct access to the Meadow Lakes business district. Meadow Lakes now supports a grocery store, bank, DMV remote site, and other small businesses. The public, business owners, and future businesses will benefit from this project. The Meadow Lakes Comprehensive Plan supports this extension.

Funding Needed: TBD

Tex-Al Drive Extension to Palmer-Fishhook Road

(CIP ID #257)

Nominator: George Strother

Extend East Tex Al Drive 1.6 miles to Palmer-Fishhook Road. This is a mostly level route with no wetlands and one hill on a firm gravel base. This project had preliminary engineering with a profile survey, initial right-of-way research and soils testing in the early 1980s. The current (2007) Borough Long Range Transportation Plan lists this connection as an emergency access for residents in areas with only one ingress and egress. The project is located in RSA #16, South Colony. Residents along the route and side roads will have better emergency access, and a better secondary road network will start to develop.

Funding Needed: \$3 Million

West Susitna Access

(CIP ID #267)

Nominator: MSB Administration

The project consists of constructing surface transportation facilities to access the Susitna Basin west of the Susitna River. The ADOT&PF West Susitna Access Reconnaissance Study (2014) included several different routes. This project nomination focuses on the Middle Susitna-Skwentna River Route shown in blue in the study. This alignment is about 108 miles long starting near the end of Ayrshire Road and terminating near Whistler south of Mount Distin. The road will provide access to a multitude of natural resources, benefiting the State of Alaska and resource extraction businesses.

Funding Needed: \$453 Million

RESIDENTIAL AND COMMERCIAL STREETS NEEDS LIST IN ALPHABETICAL ORDER

East Access to Meadow Lakes Community Center

(CIP ID #41)

Nominator: Meadow Lakes Community Council

The project will construct an access road from North Suzanna Street to the Meadow Lakes Community Center via Vienna Woods access. The road will benefit the community center and the adjacent 120-acre Borough parcel. The road will provide an alternate egress to Pittman out of the Meadow Lakes area and help resolve safety issues. The project is supported by the Meadow Lakes Comprehensive Plan.

Funding Needed: TBD

Fish Lake Road Paving

(CIP ID #35)

Nominator: Chickaloon Community Council

The project will pave approximately four additional miles of Fish Lake Road. Fish Lake Road originates at MP 72.9 of the Glenn Highway, and ends at an intersection with Chickaloon Road. Improvement to the road will result in better access, lower maintenance costs, and more reliable school bus routes. Approximately .3 miles of the road is already paved, using RSA-31 funds. There are no other plans for additional paving with RSA funds.

Funding Needed: \$750,000

Gonder Road Upgrade

(CIP ID #45)

Nominator: Aurora Dog Musers Club

The project will upgrade one mile of Gonder Road to Borough standard road quality. Gonder is accessed by Echo Lake Drive off of South Big Lake Road. The project will allow the section of Gonder Road to be plowed and to be accessible to the public who wish to use the Aurora Dog Mushing Club clubhouse and trails during winter months. Over 200 people use this area to access the winter trail system for recreation activities, such as dog mushing, skijorring, snowshoeing, and winter bicycling.

Funding Needed: TBD

Horseshoe Lake Road Reconstruction - Phase 1

(CIP ID #121)

Nominator: MSB Public Works

This project will upgrade an existing road around Horseshoe Lake. The first phase of the project consists of design and the approximate five mile road will be widened and straightened, and drainage ditches will be constructed to address water runoff. Funding for the project to date has been from the State of Alaska at \$700,000 which has funded ROW acquisition, Geo-technical data acquisition, and design. The design is currently at the 35% phase. There are a number of full and part time residences around the lake. Total cost is \$5.2 Million.

Funding Needed: \$1.5 Million

Horseshoe Lake Road Reconstruction - Phase 2

(CIP ID #217)

Nominator: MSB Public Works

This project will upgrade an existing road around Horseshoe Lake. The approximate five mile road will be widened and straightened, and drainage ditches will be constructed to address water runoff. Phase 2 will construct the new roadway after ROW acquisition, utility re-locations and design work are completed in Phase 1. The construction cost estimate is \$4.5 Million and the project could be completed in one season when the design is completed. There are a number of full and part-time residences around the lake. Total cost is \$5.2 Million.

Funding Needed: \$3 Million

King Arthur Drive Upgrade

(CIP ID #259)

Nominator: Meadow Lakes Community Council

This project seeks to upgrade King Arthur Drive. Currently half of the road is gravel, and the other half is paved, but in need of repair. King Arthur Drive, West King Arthur Drive, Gunflint Road, and Meadow Lakes Drive provide an alternate route to the Parks Highway in Meadow Lakes. Upgrading King Arthur Drive will improve access and increase safety. The length of this project is 2.7 miles.

Funding Needed: TBD

New Hope Street Extension

(CIP ID #260)

Nominator: George Strother

This project will extend New Hope Street 1.25 miles to the west so that it connects to Independence Avenue. This would serve as a collector street between Wasilla-Fishhook and Palmer-Fishhook Roads. This connector would allow better emergency vehicle access through two dead end roads and begin to help form a badly needed road grid in the Fishhook area. The proposed route is a mostly level route on a firm gravel base, with no wetlands. It is also along a section line. If the section line easements are still in place, no additional right-of-way may be needed.

Funding Needed: TBD

Road Service Area Uncertified Road Upgrades - Design Phase

(CIP ID #238)

Nominator: MSB Administration

In early 2013 the Mayor and Assembly members discussed the need to upgrade uncertified roads in the Borough so citizens residing on those roads who were paying RSA taxes could get their roads maintained along with citizens on certified roads. After the results of an analysis revealed the huge scale of such a project to be 796 miles of roads at an estimated total upgrade cost between \$450 Million and \$600 Million, it was determined to begin addressing the problem in small projects. The first project was to have each RSA Board identify one relatively short uncertified road within their RSA as a candidate for upgrade. A total of 16 roads have been identified. Funding may be available through the sub-standard roads and bridges program, however that is still uncertain. Design costs are estimated to be \$100,000 per mile.

Funding Needed: \$650,000 (Design Only)

West King Arthur Drive Upgrade

(CIP ID #266)

Nominator: Meadow Lakes Community Council

The projects seeks to upgrade West King Arthur Drive which is currently gravel. King Arthur Road and West King Arthur Drive provide an alternate route to Pittman Road if the Parks Highway is closed for an accident or natural disaster. Upgrading West King Arthur Drive will improve access and increase safety.

Funding Needed: TBD

Wolverine Road Erosion

(CIP ID #220)

Nominator: MSB Administration

The western slope of Wolverine Road as it climbs the canyon after crossing Wolverine Creek has a significant erosion issue and is starting to threaten the roadway. To correct the problem, a cut into the side of the canyon is necessary to move the road further away from the canyon floor.

Funding Needed: \$6 Million

TRANSIT PROJECTS

PRIORITY PROJECTS

1. **Replacement Share-A-Ride Vans for Mat-Su** (CIP #267)
2. **Wasilla Transit Center Commuter Rail Dock and Staging Facility Upgrade** (CIP #256)
3. **Meadow Lakes Community Mascot Stops** (CIP #124)
4. **Old and New Glenn Highway Intersection Park and Ride Facility** (CIP #268)
5. **Regional Transit Maintenance Center** (CIP #273)
6. **Regional Transit Dispatch & Scheduling Center** (CIP #274)

PROJECT DESCRIPTIONS

1. Replacement Share-A-Ride Vans for Mat-Su

(CIP ID #267)

Nominator: MSB Pre-Design

This project will purchase three new commuter vans to replace vans which have been on the road since 2009. The Share-A-Ride program is a collaborative effort between the Borough and the Municipality of Anchorage. The Borough owns 13 of the vans which regularly transport over 600 commuters from the Valley to the Anchorage bowl. The vans have many miles on them and are beginning to lose their cost effectiveness due to mounting maintenance issues and decreased gas mileage.

Funding Needed: \$180,000

2. Wasilla Transit Center Commuter Rail Dock and Staging Facility Upgrade

(CIP ID #256)

Nominator: LeMarr Anderson

The Alaska Railroad has ownership of land and skeletal structures at the old Kenai Supply site in Wasilla, at the crossroads of the Parks and Palmer-Wasilla Highways. This location is recognized as being a key central inter-modal transit transfer site for the Borough, including commuter rail because of the main and siding track lines that already exist. Alaska Railroad officials have indicated their ability to support morning and afternoon commuter rail, contingent in part on construction of a siding and train level on/off boarding platform and availability of a connected weather-protected passenger waiting/staging facility. What the Borough needs to support the facilitation and initiation of Valley and Anchorage commuter rail is the construction of a siding, the on/off boarding platform, a connected weather protected passenger waiting/staging facility, and parking lot upgrade. An important new access road, connecting to another nearby established major roadway with traffic signal, would also be sought to preclude site users crossing railroad tracks to reach the parking and staging area. This would provide significantly less congestion, and easier/safer flow of vehicles and buses to/from the transit center.

Funding Needed: \$9 Million

3. Meadow Lakes Community Mascot Stops

(CIP ID #124)

Nominator: Meadow Lakes Community Council

Currently the only bus stop in the Meadow Lakes Community is at the BJ Center. This project would identify the location and create additional transit stops. Residents without private transportation will benefit and be able to accept jobs in Wasilla and Palmer based on having reliable transportation.

Funding Needed: TBD

4. Old and New Glenn Highway Intersection Park and Ride Facility

(CIP ID #268)

Nominator: South Knik River Community Council

A park and ride lot is needed for the southern part of the Borough to facilitate commuters from Lazy Mountain, the Butte, and the South Knik River areas to carpool to Anchorage. The three community councils in the area support the concept of a lot near the confluence of the Old and New Glenn Highways. It is estimated that 60 to 100 commuters would utilize the facility during the week. Currently there is a very small pullout on the Old Glenn Highway which can only accommodate three vehicles at most.

Funding Needed: \$900,000

5. Regional Transit Maintenance Center

(CIP ID #273)

Nominator: MSB Transportation Advisory Board

The objectives of a Regional Transit Maintenance Center (RMC) is to better leverage decreasing Federal and State transit dollars and improve overall maintenance of rural transit providers' vehicle fleets. Key contributors in addressing maintenance concerns for rural transit systems are aging fleets, increasing costs, and the lack of standard maintenance practices, oversight, and accountability. Administration, overhead and facility leasing costs are significant cost reduction points that would result with the construction and operation of a centrally located RMC. Ideally the facility would be located on land without associated costs. The significant savings realized by the providers could be funneled back into operational and increased ridership program elements. Studies have shown that RMCs, with a training center for mechanics and drivers, can improve vehicle reliability, increase vehicle longevity, and improve service to transit clientele.

Funding Needed: TBD

6. Regional Transit Dispatch and Scheduling Center

(CIP ID #274)

Nominator: MSB Transportation Advisory Board

A central dispatch and scheduling center will help customers more efficiently obtain rides for important daily activities associated with health care, employment, shopping and social activities. A central facility will simplify information gathering for customers, do a better job of matching customer needs with available options, and assist with vehicle operations coordination, all of which will provide more trips with the existing resources. Dispatch software is capable of identifying human service ride needs, a rider's best option, who is paying for the ride, and the criteria associated with each rider without breaking HIPPA and confidentiality. The software can be accessed from any location in the Borough through phone lines and internet connectivity. Many agencies can use the same service without tampering with other data.

Funding Needed: TBD

AVIATION

PRIORITY PROJECTS

1. **Talkeetna Airport - Lease Lot Development** (CIP #189)
2. **Big Lake Airport - Two-Bay Equipment Building and Front End Loader** (CIP #174)
3. **Willow Airport - Taxiway Improvements, Construction of Access Roads, Signage & Fencing** (CIP #187)
4. **Talkeetna Airport - New Helicopter Pad and Parking** (CIP #178)
5. **Talkeetna Airport - New Apron at North End** (CIP #177)
6. **Regional Float Plane Facility Site Evaluation** (CIP #176)
7. **Willow Airport - Senior Center Access Road Relocation** (CIP #184)
8. **Willow Airport - Install Automated Weather Observation System** (CIP #188)
9. **Willow Airport - Highway Crossing Improvements** (CIP #182)
10. **Wasilla Airport - Runway 3/21 Extension - Phase 1** (CIP #183)

PROJECT DESCRIPTIONS

1. **Talkeetna Airport - Lease Lot Development** (CIP ID #189)

Nominator: MSB Pre-Design

The project will construct a taxiway to newly created lease lots on the south ramp of the Talkeetna Airport and relocate the helipad further to the south. The lease lots paid for by private businesses are being crowded by helicopter operations in a small area. The taxiway and helipad relocation (see CIP ID #178 below) have been dedicated by the State of Alaska. The lease lot development is a critical need as it will mitigate current safety conflicts between fixed wing and rotor wing traffic. The State has already dedicated the land for the lease lots. Businesses on the lots serve the Borough and the entire state. The project will contribute to the economic development of the Borough.

Funding Needed: \$500,000

2. **Big Lake Airport - Two-Bay Equipment Building and Front End Loader** (CIP ID #174)

Nominator: MSB Pre-Design

This project will construct a two-bay equipment building and purchase a front end loader for snow removal at the airport. Equipment for maintaining the airport must currently be driven from the Palmer ADOT&PF maintenance facility. This project will save countless hours of equipment running time and equipment operator's time in having to bring maintenance staff and equipment from Palmer to Big Lake. Equipment movement and return occurs on heavy snow days, adversely impacting already dangerous driving conditions. Reduced liability regarding employee and citizen endangerment would occur if the building and equipment were located at the Big Lake Airport. Many gallons of fuel will also be saved in not having to make this journey.

Funding Needed: \$725,000

3. Willow Airport - Taxiway Improvements, Construction of Access Roads, Signage, and Fencing (CIP ID #187)

Nominator: MSB Pre-Design

The project will construct a taxiway between the Willow Airport apron and Runway 13, improve the taxiway connection to Runway 31, and resurface and provide dust control on taxiways. Users of the Willow Airport will benefit from this one year project. The project will also complete the fencing and signage of the Willow Airport to increase airport security, decrease vandalism, and prevent casual access to the airport. A portion of the airport adjacent to the Parks Highway has been fenced, but is not complete. Commercial businesses, airplane owners, and pilots that work at the Willow Airport will benefit from this project. Fencing is included in the Willow Airport Master Plan as a near-term improvement.

Funding Needed: \$1.7 Million

4. Talkeetna Airport - New Helicopter Pad and Parking (CIP ID #178)

Nominator: MSB Pre-Design

This project calls for the relocation of the Talkeetna Airport helipad to an area near the east end of the runway. The existing helipad is located in the 100 year floodplain. Residents of the community of Talkeetna and the National Guard, as well as tourists visiting the area, will benefit from the re-location. It is anticipated the project will take two years to complete and is a component of the airport's master plan.

Funding Needed: \$2.1 Million

5. Talkeetna Airport - New Apron at North End (CIP ID #177)

Nominator: MSB Pre-Design

This project will expand commercial, General Aircraft (GA) and transient aircraft parking. The project will construct a transient parking apron and pad for the future GA and lease lot apron development. This project will benefit the community of Talkeetna through increased economic development as well as other Borough and non-Borough residents who fly into Talkeetna and need an area to park their aircraft. This project is supported by the Talkeetna Airport Master Plan and is a companion project to CIP ID #189, Lease Lot Development.

Funding Needed: \$1.53 Million

6. Regional Float Plane Facility Site Evaluation (CIP ID #176)

Nominator: MSB Pre-Design

The 2007 Regional Aviation System Plan (RASP) identified the need for a float plane facility in the Knik-Goose Bay/Point MacKenzie area. Initial assessment of the Seven Mile Lake area recommended in the RASP has shown significant wetlands exist at that site, and along the logical access route. Borough staff are reviewing other location options and have begun preliminary research into a location in the proposed Point MacKenzie Townsite. This project will further refine the Regional Float Plane Facility site location work done in the RASP, Phase 1, review the findings and recommendations of the RASP, and continue to assess feasibility. A float plane facility will be regional in nature thereby benefiting residents of both Anchorage and the Borough economically. It is anticipated that it will take one year to complete this site evaluation phase of the project.

Funding Needed: \$100,000

7. Willow Airport - Senior Center Access Road Relocation

(CIP ID #184)

Nominator: MSB Pre-Design

This project will separate Willow Senior Housing traffic from aircraft taxiing traffic by relocating the access road to the Willow Senior Housing. Currently all traffic uses the same route: Willow Senior Housing access was linked into the existing access for aircraft moving from Willow Lake to the Willow Airport runway facilities. For safety the two access roads need to be separated. Residents and visitors of the Willow Senior Housing units as well as aircraft owners and pilots will benefit from this project. This is included in the Willow Airport Master Plan as a near-term improvement.

Funding Needed: \$350,000

8. Willow Airport - Install Automated Weather Observation System

(CIP ID #188)

Nominator: MSB Pre-Design

This project will install an automated weather observation system and construct secondary access roads at each end of the airport runway. The automated weather observation system will also be available via the internet to Alaska residents statewide who may be travelling through the area and need up-to-the-minute weather information. Secondary access roads at each end of the runway will provide access for maintenance and fire and rescue operations.

Funding Needed: \$1 Million

9. Willow Airport - Highway Crossing Improvements

(CIP ID #182)

Nominator: MSB Pre-Design

This project will provide vehicles on the Parks Highway electronic warning that a plane is crossing the highway from Willow Lake to the Willow Airport upland facilities. The current signage is not adequate. This project will provide increased safety for all users of the Parks Highway as well as the pilots and maintenance staff taking planes across the highway. This is included in the Willow Airport Master Plan as a near-term improvement.

Funding Needed: \$500,000

10. Wasilla Airport - Runway 3/21 Extension - Phase 1

(CIP ID #183)

Nominator: MSB Pre-Design

This project will extend the current 3/21 runway by 1,400 feet, bringing the total runway length to 5,100 feet. This will allow for larger, multi-engine aircraft to land and take off at the Wasilla Airport, thereby increasing cargo and passenger service to the Borough's largest community. The residents of both the City of Wasilla and the Borough as a whole who use the airport for transfer of freight and passengers will benefit. The improvement is supported by the Wasilla Airport Master Plan and is expected to take two to three years to complete.

Funding Needed: TBD

AVIATION NEEDS LIST

NO PRIORITY ORDER, LISTED ALPHABETICALLY

Big Lake Airport - Install New Lighting System

(CIP ID #87)

Nominator: MSB Pre-Design

This project will upgrade the runway light controller system, wiring, and lights increasing safety. The lighting system at the Big Lake Airport is not up to current safety standards. All users of the Big Lake Airport will benefit from the project.

Funding Needed: \$900,000

Goose Bay Airport - Security Fence

(CIP ID #175)

Nominator: MSB Pre-Design

This project will install a security fence around the perimeter of the runway and parking apron thereby providing a safe and obstacle free runway as well as a secure place to park aircraft. This project will provide increased safety for plane owners and users of the Goose Bay Airport at the end of Knik-Goose Bay Road, one of the fastest growing areas of the state. The project can be completed in one year once funding is secured.

Funding Needed: \$600,000

Willow Airport - Apron Space for Tie-Downs at South End

(CIP ID #180)

Nominator: MSB Pre-Design

This project will construct an aircraft tie-down apron pad at the Willow Airport where none currently exists. Users of the Willow Airport will benefit from this project as well as the community of Willow in increased economic development.

Funding Needed: \$500,000

Willow Airport - Helicopter Pad and Parking

(CIP ID #181)

Nominator: MSB Pre-Design

This project will construct a helicopter landing pad and parking area at the Willow Airport. Helicopters currently have no designated landing area and often set down in the aircraft taxiway area or vehicle parking area where they must watch out for vehicles moving on the ground. This project will provide a designated area which will increase safety for operations, refueling, and maintenance. This will benefit the users of the Willow Airport as well as Emergency Services and injured residents or non-residents who may be flown into this location for transfer to ground transport. The project is included in the Willow Airport Master Plan as a mid- or long-term improvement.

Funding Needed: \$500,000

Willow Airport - Public Float Plane Dock

(CIP ID #183)

Nominator: MSB Pre-Design

This project will provide a public float plane dock at Willow Lake. There currently is no public float plane dock which makes access for entering and exiting float planes difficult, and less safe than loading from a dock. This

improvement would likely draw more pilots to Willow Lake thereby contributing to the economy of the Community of Willow.

Funding Needed: \$1 Million

Willow Airport - Taxiway and Apron Surface Hardening

(CIP ID #186)

Nominator: MSB Pre-Design

This project will harden the surface of the taxiway and apron to reduce dust and maintenance. (Local pilots have requested that the runway remain gravel.) Surfacing and dust control on taxiways is included in the Willow Airport Master Plan as an improvement.

Funding Needed: \$500,000

EMERGENCY SERVICES EQUIPMENT

PRIORITY PROJECTS

1. **Caswell Fire Service Area - Critical Equipment** (CIP #215)
2. **Caswell Fire Service Area - Engine Replacement** (CIP #136)
3. **Airport Rescue Services Training Equipment** (CIP #135)
4. **Wasilla-Lakes Fire Service Area - Tanker 631 Replacement** (CIP #137)
West Lakes Fire Service Area - Upgrade of Self Contained Breathing Apparatus (CIP #211)
5. **Talkeetna Fire Service Area - Tanker Replacement** (CIP #206)
6. **Rescue Apparatus Replacement** (CIP #208)
Sutton Fire Service Area - Tanker Replacement (CIP #204)
7. **Caswell FSA Support Crew Cab Truck & Equipment** (CIP #200)
Command Vehicle for Willow/Caswell Full Time Fire Chief (CIP #254)

PROJECT DESCRIPTIONS

1. **Caswell Fire Service Area - Critical Equipment** (CIP ID #215)

Nominator: MSB Emergency Services

Three specific pieces of equipment are needed to bring Caswell Station 13-1 into compliance with the National Fire Protection Association (NFPA) and ensure continued safe operations. Safety of the firefighters is the first concern of any department and the Caswell Fire Service Area does not have a Firefighter Turnout Extractor. An extractor is used to clean turnout gear which has been exposed to contaminants and chemicals after emergency responses and is needed to comply with NFPA 1851. Station 13-1 houses one engine and one tanker; power outages in the area can last from a few hours to a few days. A back-up generator and automatic switching gear is necessary to protect the apparatus and the building, and help ensure rapid response to emergencies. The third piece of equipment needed is a fire hose washer, dryer, and pressure tester. Hose testing must be done once a year per NFPA 1962.

Funding Needed: \$72,000

2. **Caswell Fire Service Area - Engine Replacement** (CIP ID #136)

Nominator: MSB Emergency Services

The project will purchase a new fire engine which meets all Federal and State equipment standards for design and functionality, and will have the capability to use the compressed air foam system which extinguishes fires most efficiently. The Caswell Fire Service Area (FSA) currently has a retired 1983 Pumper/Tanker from another FSA and must depend on fire engine response from Talkeetna and/or Willow for all fires in Caswell. In addition to safety and functionality, a new engine will favorably impact homeowner insurance rates (many insurance companies will

not offer home insurance to property not covered by a fire department) and/or will provide homeowners a reduction in their insurance premiums. The total cost of the equipment is \$550,000.

Funding Needed: \$500,000

3. Airport Rescue Services Training Equipment

(CIP ID #135)

Nominator: MSB Emergency Services

Borough Rescue Services responds to several aircraft crashes every year throughout the Borough. This project will purchase three next generation rescue tools. The Hurst eDraulic "Jaws of Life" will be strategically located at West Lakes Fire Service Area (serving the Big Lake Airport), the Talkeetna Fire Department (serving the Talkeetna Airport), and at the Central Mat-Su Fire Department (serving the Wasilla Airport). These tools are battery powered, using interchangeable 25.2 volt batteries and have 67 percent more cutting force than current tools. With the units being located at multiple sites around the Borough, they can be deployed more effectively to critical incidents. The project is supported by the Aviation Advisory Board.

Funding Needed: \$188,000

4. Tie - Wasilla-Lakes Fire Service Area - Tanker 631 Replacement - Partially Funded

(CIP ID #137)

Nominator: Wasilla-Lakes Fire Service Area (aka - Central Mat-Su Fire Department)

The purchase of a new tanker/water tender will replace an existing 1977 apparatus. The current equipment is 37 years old and can transport only two firefighters. The replacement tanker/tender will transport an engineer and up to five firefighters and provide increased fire suppression capacity. The new apparatus will have on-board foam and compressed air foam capability. The utilization of compressed air foam firefighting systems has proven to facilitate a quicker knockdown of the fire thus reducing property loss. It also creates less back pressure on the hose lines which decreases the physical stress endured by firefighters actively suppressing the fire.

Funding Needed: \$650,000

4. Tie - West Lakes Fire Service Area - Upgrade of Self Contained Breathing Apparatus

(CIP ID #211)

Nominator: West Lakes Fire Service Area

Replace the West Lakes Fire Department's Self Contained Breathing Apparatus (SCBA) with SCBA equipment that complies with the new National Fire Protection Association 2013 Standard which took effect July 31, 2013. The replacement upgrade will extend the useful time a firefighter can be engaged in fire fighting activities in an Immediate Death Life Hazard environment. This project will also provide for the replacement and upgrade of 100 SCBAs and four air bottle filling stations required to maintain the new equipment.

Funding Needed: \$800,000

5. Talkeetna Fire Service Area - Tanker Replacement

(CIP ID #206)

Nominator: Talkeetna Fire Service Area

The current fire tanker located at Station 11-2 was built before 1986. It does not meet the National Fire Protection Association 1901 Safety Standard. A new tanker is needed to help ensure firefighter safety. The current tanker has a 500 gallon per minute (gpm) pump and can hold 1500 gallons of water, however from draft, the pump can only

pull 450 gpm. A new tanker will provide Talkeetna responders with a safe and reliable apparatus for response. The community will benefit by having a larger pump and water supply. Total cost of the equipment is \$450,000.

Funding Needed: \$275,000

6. Tie - Rescue Apparatus Replacement

(CIP ID #208)

Nominator: Wasilla-Lakes Rescue

A multi-function heavy rescue apparatus is needed to allow the Borough's busiest rescue service based at Station 6-1 to help responders address motor vehicular accidents, rope rescue, building collapse, or confined space rescue. Currently the service has to rely on the City of Anchorage for the last two types of emergencies making recovery after an earthquake problematic. The apparatus currently used is a 1996 Hackney roll up box on an International chassis. It is at its weight load limit due to the additional equipment that have been added to it over the years. The replacement apparatus will be a heavy duty double-axle apparatus equipped with a crane and would not only be a Borough-wide resource, but would also be made available as a state-wide resource on the road system.

Funding Needed: \$1 Million

6. Tie - Sutton Fire Service Area - Tanker Replacement

(CIP ID #204)

Nominator: Sutton Fire Service Area

The Sutton Fire Service Area currently uses tankers which will exceed their life cycle as a primary fire apparatus as defined by National Fire Protection Association (NFPA) 1901 in calendar year 2015. A new fire tanker which meets all current Federal and State requirements for design and functionality is needed for the FSA. The new apparatus will allow the community to maintain Insurance Services Office (ISO) ratings and NFPA standards which will maximize life safety capability and hold down insurance rates in the Sutton area.

Funding Needed: \$500,000

7. Tie - Caswell FSA Support Crew Cab Truck and Equipment

(CIP ID #200)

Nominator: Caswell Fire Service Area

A crew cab truck will be stationed at Station 13-2 located at MP 85 on the Parks Highway. At this time Caswell has no means for the responders to attend training outside of the service area or to calls due to lack of man power. The responders are using their personal vehicles for these trips, however the Borough has asked the service to use a Borough vehicle to keep mileage reimbursement costs down whenever possible. The vehicle will also transport equipment and supplies for the service area.

Funding Needed: \$60,000

7. Tie - Command Vehicle for Willow/Caswell Full Time Fire Chief

(CIP ID #254)

Nominator: MSB Emergency Services

This project will supply a dependable fully equipped command vehicle to serve both the Willow and Caswell fire service areas (FSA). The two FSAs have voted to hire a full time Fire Chief to address the growing needs in these locations. The Chief will be required to cover several miles of improved and non improved roads in all weather conditions. The Chief will need to attend several meetings in the core area which would also require a dependable vehicle for his or her travel. This vehicle will serve as a mobile command post for all incidents in these two FSAs. Currently there are no such vehicles in either FSA capable to fill this function.

Funding Needed: \$60,000

EMERGENCY SERVICES EQUIPMENT NEEDS LIST

NO PRIORITY ORDER, LISTED ALPHABETICALLY

Butte FSA Command Vehicles Replacement

(CIP ID #209)

Nominator: Butte Fire Service Area

This project will provide for two new command vehicles - a Suburban and a crew cab truck to replace an existing 1999 Chevy Suburban and provide for an additional new command vehicle. A second vehicle is needed to meet the demands of a growing service area population and number of response calls. The service is in need of reliable replacement vehicles. Total cost of the vehicles is \$100,000. The FSA has \$10,000 to contribute to the project.

Funding Needed: \$90,000

Lake Louise Emergency Response Vehicle

(CIP ID #202)

Nominator: MSB Rural Emergency Service

Lake Louise is located 17 miles off MP 160 of the Glenn Highway. A volunteer group of on-call emergency responders provide limited first response capabilities; Lake Louise does not have a licensed ambulance service for the average 8-10 patient contacts a year. Currently patients are transported in a 1992 Suburban converted to hold a stretcher and provide limited basic life support until the responders can rendezvous with a licensed ambulance service on the road system. There is significant concern for the responder's safety who rides in the back with the patient; there are no adequate safety restraints for rear-positioned responders or any modern safety controls such as air bags. A Tufport Medical Mobile Treatment Center mounted on a 4x4 crew cab truck has been used effectively in other rural Alaskan settings for this type of transport. The Tufport resembles a cab-over camper but is specially equipped to transport two injured patients and a responder, with adequate storage, running water, anti-slip flooring, and is constructed of sturdy fiberglass.

Funding Needed: \$75,000

Sutton Ambulance Replacement

(CIP ID #203)

Nominator: MSB Rural Emergency Service

The ambulance positioned at the Victory Station, Glenn Highway MP 99, was purchased in 1999 for \$103,600. Since its purchase, approximately \$23,000 in repair and maintenance costs have been accumulated for its upkeep. It is the oldest piece of equipment in the entire MSB ambulance fleet and has a very different design than the rest of the fleet. The patient care compartment is laid out in a manner that is inconsistent as compared to the other ambulances in the system. The inconsistent layout offers several problems and potential risks due to the fact that emergency equipment and supplies are placed in non-standard locations. The Sutton Ambulance Service responds to pre-hospital emergencies from MP 58 to 130 on the Glenn Highway.

Funding Needed: \$160,000

Trapper Creek Ambulance Replacement

(CIP ID #207)

Nominator: MSB Rural Emergency Service

The Trapper Creek Ambulance service travels further than any other ambulance service in the MSB, responding to roughly 175 calls for service each year. The station is located at MP 114 of the Parks Highway. The majority of the calls are in response to pre-hospital emergencies along the Parks Highway between the 100 and 200 mile markers.

The current ambulance has over 105,000 miles on it, and due to the long distances and harsh winter conditions, the amount of stress on the vehicle has resulted in over \$40,000 of maintenance and repair costs. A new ambulance will help ensure the service's ability to reliably respond.

Funding Needed: \$160,000

Talkeetna Ambulance Replacement

(CIP ID #205)

Nominator: MSB Rural Emergency Service

The ambulance positioned at MP 2 of the Talkeetna Spur Road has traveled over 90,000 miles. The ambulance is frequently used for inter-facility transport from the Sunshine Clinic where care is initiated to the Mat-Su Regional Medical Center. Due to the long distances and harsh winter temperatures the amount of stress on the vehicle has resulted in high maintenance and repair costs; over \$33,000 as of June 2013. The Talkeetna Ambulance Service responds to pre-hospital emergencies from MP 90 to 100 on the Parks Highway, and the entire Talkeetna Spur Road.

Funding Needed: \$160,000

Water Rescue Airboat

(CIP ID #198)

Nominator: MSB Water Rescue

Water Rescue does not have the appropriate equipment to quickly and safely respond to emergencies on some of the Borough's smaller rivers and creeks. The Water Rescue team currently has a very large airboat designed to operate in Cook Inlet which is slated to be sited at Port McKenzie to enable rescue operations in that area. The team needs a smaller (20 foot) airboat that is better suited for the rivers, creeks and lakes in the Borough where there is a higher frequency of rescue calls. The new airboat would be used to protect citizens and visitors that are injured, become ill or are stranded on the many waterways in the Borough. It would also be used in flood situations to rescue people and pets that are in danger. Total cost of the apparatus is \$125,000.

Funding Needed: \$112,500

Willow Area Emergency Services Command Vehicle

(CIP ID #201)

Nominator: Willow Fire Service Area

A new command vehicle is needed for the Willow Ambulance Division which is responsible for pre-hospital emergency care and transport along a 30-mile stretch of the Parks Highway beginning at MP 62. The service currently has one vehicle, a 1996 truck which has 178,000 miles on it and is assigned to Willow's Ambulance Service Chief, the only mobile intensive care paramedic on the ambulance roster. A new SUV or pick-up would include emergency sirens and lighting, mobile radio equipment, a medication vault for narcotic security, roll-out equipment cage, and an inverter and external plug-in to charge medical gear. Total cost of the apparatus is \$100,000.

Funding Needed: \$90,000

Willow Ambulance Replacement

(CIP ID #214)

Nominator: Willow Fire Service Area

The Willow Ambulance Service responds to pre-hospital emergencies between MP 62 and 92 of the Parks Highway, and serves as a frequent backup to Talkeetna and Trapper Creek to the north. Willow Ambulance has been utilizing

a 2006 vehicle previously used by the Wasilla-Lakes Ambulance Service which experienced very high call volumes resulting in high wear and tear on the equipment. Willow is subject to particularly harsh winters and has many gravel roads. These conditions have added to the stress on the vehicle resulting in over \$64,000 in repair and maintenance costs over the last seven years.

Funding Needed: \$160,000

Willow Fire Service Area Engine Replacement

(CIP ID #212)

Nominator: Willow Fire Service Area

A new fire engine is needed in the Willow FSA which meets all current Federal and State requirements for design and functionality. The FSA currently uses a 1985 Grumman engine which will exceed its life cycle in 2015 as a primary fire apparatus as defined by NFPA 1901. The new apparatus will allow the community to maintain Insurance Services Office ratings and NFPA standards that will maximize life safety capability and hold down insurance rates in the Willow area.

Funding Needed: \$475,000

EMERGENCY SERVICES FACILITIES

PRIORITY PROJECTS

1. **Emergency Operations Center** (CIP #193)
2. **West Lakes Fire Service Area - Station 7-3 - Parks Highway Station** (CIP #152)
3. **Wasilla-Lakes Fire Service Area - South-Central Regional Emergency Services Training Center** (CIP #149)
4. **Wasilla-Lakes Fire Service Area - Station 6-2 - Knik Public Safety Building** (CIP #148)
Willow Fire Service Area - Station 12-1 Replacement (CIP #153)
5. **Aircraft Emergencies Training Facility** (CIP #134)
6. **Willow Ambulance Property and Building Purchase** (CIP #215)
7. **West Lakes Fire Service Area - Station 7-4 - Gun Flint Trail** (CIP #150)
Caswell Fire Service Area Warm Storage Facility - Station 13-2 (CIP #191)
West Lakes Fire Service Area - Station 8-3 - Purinton Parkway Station (CIP #151)
8. **West Lakes Fire Service Area - Station 8-1 Modification** (CIP #197)

PROJECT DESCRIPTIONS

1. **Emergency Operations Center**

(CIP ID #193)

Nominator: MSB Emergency Services

The Borough is in the planning stages for a permanent Emergency Operations Center (EOC) which will accommodate the Emergency Management Division staff year-round and serve as the EOC for disaster events, disaster exercises, and training. Disaster events are now managed from a temporary facility that does not meet the majority of the requirements of a contemporary EOC facility: survivability, redundancy, communications, flexibility and open architecture, and security. A permanent EOC facility will ensure that the EOC is "hot" and immediately available to address the disaster event. The new facility will be approximately 10-12,000 square feet to accommodate offices, training spaces, and most importantly all the technological and informational data and services necessary for a strong response effort. The ability to rapidly gather, and process incoming messages and to communicate and display this incoming information is critical to sound decision-making. As the myriad of information is processed and the incident management team responds to the event the timely sharing of the information with the State of Alaska and the local communities, and on-going record-keeping of the event activities is crucial. A permanent EOC will ensure the Borough is adequately prepared to meet these challenges.

Funding Needed: \$5 Million

2. West Lakes Fire Service Area - Station 7-3 - Parks Highway

(CIP ID #152)

Nominator: West Lakes Fire Service Area

Construction of a new 24,000 square foot fire station at Mile 51.3 of the Parks Highway, with facilities for 24 staffing of responders, centralized administrative offices, rooms for training and meetings, and several bays to stage emergency response apparatus. The strategic location sits at the confluence of three communities, Big Lake, Meadow Lakes and the City of Houston. Sited adjacent to the Parks Highway it will provide for a more rapid response to emergencies in the primary FSA of West Lakes, as well as the other communities that we provide mutual and automatic aid to. Currently the West Lakes FSA has a very limited ability to provide 24 hour staffing out of any fire station. Office space is converted closets and storage rooms at three stations and two stations do not have any office space at all. Training has to be split between stations because the training rooms are too small to hold all of the responders. During winter months vehicles must be parked outdoors.

Funding Needed: \$3.5 Million

3. Wasilla-Lakes Fire Service Area - South-Central Regional Emergency Services Training Center

(CIP ID #149)

Nominator: Central Mat-Su Fire Service Area

This project will complete Phase 1 and Phase 2 of the South-Central Regional Emergency Services Training Center Development Plan. This project includes the construction of a road system and a water system - including burying water lines and installing hydrants on the property, site clearing for the relocation of two training towers, the development of an emergency helicopter landing pad, the installation of utilities, the design and construction of a warehouse, the construction of a paved vehicle extrication site, a hazmat training site, and the purchase of training site equipment. The training and certification of the Matanuska-Susitna Borough Department of Emergency Services on-call responders is critical in developing and maintaining an effective emergency response system. The current 501 on-call responders answer the emergency calls within their respective communities. The community relies on their level of training to mitigate all types of situations. The total price for the facility is \$5.7 Million.

Funding Needed: \$3. Million

4. Tie - Wasilla-Lakes Fire Service Area - Station 6-2 - Knik Public Safety Building

(CIP ID #148)

Nominator: Wasilla-Lakes Fire Service Area

The project proposes a new 28,000 square foot Knik Public Safety Building adjacent to the existing public safety building, at MP 6.9, Knik-Goose Bay Road, on a 73.59 acre parcel. The existing facility is no longer adequate to meet the requirements for the growing community. The new station located at the intersection of Knik-Goose Bay and Vine Roads will allow for 24/7 staffing of emergency responders, firefighters, rescue technicians, emergency medical technicians, and paramedics. This will result in decreased response times and an increase in the level of fire protection for the growing area. The project is part of the ten year master plan for the Station 6-2 Training Facility Complex and a part of the 15 year strategic plan for the Wasilla-Lakes Fire Service Area. The total cost of the facility is estimated to be \$11.2 Million.

Funding Needed: \$9.7 Million

4. Tie - Willow Fire Service Area - Station 12-1 Replacement

(CIP ID #153)

Nominator: MSB Emergency Services

The Willow Fire Service has operated out of a 40-year-old portable class room surplus by the MSB School District many years ago. The building is not structurally sound, has an unstable foundation, leaking roof, and has potential

mold and asbestos problems. An engineering study in May 2013 recommended demolishing the building and re-building using conventional construction for a permanent structure. The new facility will house fire apparatus, firefighter personnel, equipment, and supplies, and incorporate administrative, meeting, and training spaces. The facility will be constructed on Borough owned land at MP 69.5 Parks Highway.

Funding Needed: \$2.5 Million

5. Aircraft Emergencies Training Facility

(CIP ID #134)

Nominator: Wasilla-Lakes Fire Service Area

This project will include the design and construction of a specific training site, the purchase of an aircraft training prop, curriculum/course development and implementation. Property was previously purchased with the expressed intent of developing a comprehensive emergency services training complex. The identified site has all utilities available. The estimated cost of the project is \$500,000 of which \$450,000 is requested from State funding and \$50,000 will be allocated from the MSB (Wasilla-Lakes Fire Service Area funds).

Funding Needed: \$450,000

6. Willow Ambulance Property and Building Purchase

(CIP ID #215)

Nominator: MSB Emergency Services

Willow Ambulance is currently leasing a facility on Willow Creek Parkway which is for sale. There is insufficient space to house the equipment at any other location. Over the five years of the lease agreement the department will pay almost 55% of the purchase cost of \$359,900. The property is 4.24 acres, and includes a 2,811 sq. ft. single family home and a 5,000 sq. ft. shop used to house the ambulance. The house can be retrofitted to become a local EMS training location and provide crew quarters which will become a necessity as the community grows. The project request is to purchase the site (MLS ID#11-14919).

Funding Needed: \$360,000

7. Tie - West Lakes Fire Service Area - Station 7-4 - Gun Flint Trail

(CIP ID #150)

Nominator: West Lakes Fire Department

The project will construct a new fire station in the Gun Flint Trail area. The new station will provide coverage to a portion of the West Lakes FSA that is beyond five road miles from a fire station. Residents beyond five road miles from a fire station are considered to have "zero" protection and pay considerably more for homeowners insurance than those that live within the five road miles. The fire station will initially house two fire trucks, and a training room, and provide overnight accommodations for emergency responders. The facility will be designed so that it can be easily enlarged at a later date if need be.

Funding Needed: \$2.5 Million

7. Tie - Caswell Fire Service Area Warm Storage Facility - Station 13-2

(CIP ID #191)

Nominator: MSB Emergency Services

This warm storage facility will establish a location at Parks Highway MP 86, in the southern portion of the Caswell FSA in which fire apparatus, equipment, and personnel can be housed to more quickly respond to emergency incidents. The new facility will provide faster responses to fire emergencies and traffic emergencies that occur on the Parks Highway, to residents of Caswell, and those residents living in the northern portion of Willow. The Borough owns a 20-acre parcel at MP 86 of the Parks Highway that has been "classified" for the construction of a

public safety building. The warm storage facility will serve as a temporary building until such time that a more permanent fire station can be constructed. Currently, the closest public safety buildings are located approximately six miles away in Caswell and at MP 69.5 Parks Highway (approximately 16.6 miles to the south in Willow). In addition to the improved public safety aspects of this project, it may have a positive financial impact on those residents within five driving miles of the facility by lowering their homeowners insurance annual premium rates.

Funding Needed: \$360,000

7. Tie - West Lakes Fire Service Area - Station 8-3 - Purinton Parkway Station
(CIP ID #151)

Nominator: West Lakes Fire Department

Construct a new fire station on the corner of Purinton Parkway and West Susitna Parkway in Big Lake. Seven and one-half acres of land have been set aside and designated as public safety property to construct a future fire station on the corner of West Susitna Parkway and Purinton Parkway. The fire station will initially house two fire trucks and a training room, and provide overnight accommodations for emergency responders. The new station will provide coverage to a portion of the West Lakes FSA that is beyond five road miles from the nearest fire station. Residents who live more than five road miles from a fire station are considered to have "zero" protection and pay considerably more for homeowners insurance than those that live within the five road miles. The project can also attract and provide protection coverage to areas of Big Lake that are not currently part of the FSA.

Funding Needed: \$2.5 Million

8. West Lakes Fire Service Area Station 8-1 Modification
(CIP ID #197)

Nominator: West Lakes Fire Service Area

This project will enlarge Station 8-1 at MP 4.5 South Big Lake Road by constructing two 40' by 80' apparatus bays on the north side of the building. The project is necessary to provide indoor parking for fire department vehicles that are currently parked outside even during the harsh winter months due to lack of indoor space. By not being able to park these vehicles inside they are not readily available to respond as necessary when temperatures are cold or weather conditions require the vehicles to be prepped before they can be used. Also, subjecting these vehicles to the harsh winter climate may result in a reduced useful life and an increase in maintenance costs.

Funding Needed: \$500,000

EMERGENCY SERVICES FACILITIES NEEDS LIST

NO PRIORITY ORDER, LISTED ALPHABETICALLY

Butte FSA Station 2-2 Classroom Building Addition
(CIP ID #210)

Nominator: Butte Fire Department

There is no classroom space at the existing fire station located on Ben Hur Drive, off Knik River Road at approximately MP 5. A 24' by 50' addition will provide a classroom for training and public meetings. Currently, fire apparatus are moved outside to provide a local, community meeting place. This is extremely problematic in the winter when temperatures are well below zero. The fire department personnel will benefit by having a classroom

to hold training meetings. It will also benefit the public by providing a space where public meetings, elections, and the community council can meet and conduct business. Total cost of the project is \$650,000.

Funding Needed: \$610,000

Butte Fire Station 2-1 Office Upgrade

(CIP ID #145)

Nominator: Butte Fire Department

The project will convert an old furnace room and storage area into a much needed office space to replace the current 100 square foot office which accommodates five people, associated documents and computers. Currently confidential conversations are impossible. The office upgrade will provide adequate space for officers to perform their duties in a more productive manner. By adding a window to the front of the building an alternate fire escape will also be gained. Total cost of the project is \$130,000.

Funding Needed: \$110,000

Butte Fire Station 2-1 Classroom Expansion

(CIP ID #190)

Nominator: Butte Fire Department

This project will construct a 22' by 24' addition to the existing training room which currently functions as multi-purpose for training, exercise, and public meeting space. The exercise equipment takes up approximately 40% of the area which makes it very cramped for any meeting with over 20 participations. Total cost of the project is \$200,000.

Funding Needed: \$180,000

Sutton Ambulance Building Retrofit and Renovation Planning Phase

(CIP ID #214)

Nominator: MSB Emergency Services

The renovation and retrofit of the previous Sutton Library building to create a dedicated EMS location will provide the Sutton Ambulance Service with increased capacity for storage, provide training and office space, and free up space in Sutton Fire Station 1-1 where the ambulance is currently housed. The Sutton Ambulance Service is responsible for MP 54 to 140 along the Glenn Highway. Training EMS personnel requires dedicated training space in a secure location, with a sufficient amount of space that allows for realistic simulated patient encounters.

Funding Needed: \$350,000

West Lakes Fire Service Area - Emergency Water Supply System

(CIP ID #143)

Nominator: West Lakes Fire Service Area

This project will install 20, 40,000-gallon self-filling water supply tanks. Currently there is no municipal water supply system in either of the communities of Big Lake or Meadow Lakes. The fire department must shuttle water, sometimes long distances, to supply emergency fire fighting operations. This becomes especially challenging during winter months. The underground water tanks would provide reliable, secure, self-sustaining water supply sites with 1,000 gpm pumps to fill fire trucks quickly. Total cost of the project is \$400,000.

Funding Needed: \$350,000

Wasilla-Lakes Fire Service Area - Warehouse at South Regional Emergency Services Training Center (CIP ID #147)

Nominator: Wasilla-Lakes Fire Service Area

This project will construct a 10,000 square foot heated facility for a storage complex for supplies and equipment for the Central Mat-Su Fire Department on Borough land purchased in 2004 for the specific purpose of developing a public safety response and training complex. The building will have secure areas for clothing and personal protective equipment, including turnout coats, turnout pants, helmets, boots, gloves, hoods, wild land firefighting gear, rescue gear, apparatus appliances and equipment, and expendable items. Other areas will be devoted to hose storage, fire fighting foam storage, snow plow storage, reserve apparatus, training props, and miscellaneous items. A section of the building will also be utilized as an indoor training area during severe weather conditions.

Funding Needed: \$2 Million

West Lakes Fire Service Area Station 7-1 Modification (CIP ID #196)

Nominator: West Lakes Fire Service Area

Station 7-1 at MP 2.2 Pittman Road will be enlarged to double the size of the classroom room, office, and storage areas. The existing structure was built in 1985 and two additional apparatus bays were added in the early 1990s. The fire department has once again outgrown the station. During the renovation and expansion technical and audio/visual equipment will be expanded to enhance training activities and meetings. The project will allow for adequate staffing of officers/supervisors. The increase in storage area is needed to safely warehouse equipment that must be kept in a warm, dry environment, which is currently not possible.

Funding Needed: \$500,000

West Lakes Fire Service Area - Warehouse, Training and Maintenance Facility (CIP ID #195)

Nominator: West Lakes Fire Service Area

Construct a fire department warehouse at Station 8-1, MP 4.5 South Big Lake Road. This facility would serve as the primary equipment storage and equipment maintenance facility for the West Lakes FD. Currently Connex container trailers are at all the West Lakes Fire Stations for cold storage. They only have minimal inside warm storage capabilities. The warehouse will fulfill all of the storage requirements. The warehouse would also provide a facility for initial and ongoing fire truck apparatus engineer/operator training. This is especially important during winter months when outside training and testing is almost impossible. It would also provide a facility that our vehicle mechanics can operate and test fire trucks to help ensure they are working properly and are being maintained in optimum condition.

Funding Needed: \$2 Million

GENERAL PUBLIC FACILITIES

PRIORITY PROJECTS

1. **MSB Septage and Leachate Facility - Phase 1** (CIP #24)
2. **Consolidated Fleet Services Complex** (CIP #167)
3. **South Gateway Visitors Center** (CIP #168)
4. **Government Peak Recreation Area Paving and Utilities** (CIP #236)
5. **Government Peak Nordic Ski Area - Phase 2** (CIP #170)
6. **Government Peak Multi-Use Facility - Phase 2** (CIP #237)
7. **Willow Community Center - Drainage and Access Improvements** (CIP #117)
8. **Willow Public Library Expansion - Predevelopment Phase** (CIP #154)
9. **South Denali Visitors Center** (CIP #70)

PROJECT DESCRIPTIONS

1. **MSB Septage and Leachate Facility - Phase 1**

(CIP ID #24)

Nominator: MSB Public Works

The Borough wishes to begin the process to construct a septage and leachate treatment facility to address the disposal of septage created by the 93% of the Borough residents who rely on septic tanks for wastewater disposal as well as leachate disposal from the Borough landfill. Currently all septage and leachate is taken into the Municipality of Anchorage, where it receives minimal treatment before discharging to Cook Inlet. Phase 1 of the project includes the acquisition of land required to support septage and leachate disposal, and engineering design. Phase 2 is for construction of a new treatment facility. The Wastewater & Septage Advisory Board has established criteria and a process for site selection. Funding for Phase 1 – Septage and Leachate Treatment Facility engineering design and possible land acquisition is estimated at \$2.2 Million. Phase 2 construction funding is roughly \$17.4 Million. The project is supported by the MSB Septage Treatment and Disposal Study (HDR, 2008) and will benefit the vast majority of Borough residents. The timeframe for the septage and leachate treatment facility (dependent upon funding) is 2020 for completion and beginning operations. This request will fund land acquisition and begin engineering design for the proposed facility.

Funding Needed: \$2.2 Million

2. **Consolidated Fleet Services Complex - Preliminary Design and Planning**

(CIP ID #167)

Nominator: MSB Emergency Services

Currently, the Borough operates three fleet maintenance operations: Department of Emergency Services, Public Works Department, and the Parks Division. These three operations utilize facilities that are old and are not “purpose-built” to perform an efficient and effective fleet maintenance mission; rather, they are warm storage spaces that have been converted and adapted to fleet maintenance operations. A new facility

needs to be designed to allow for a 24-hour operation so as to deliver the level of “after-hours” customer service necessary to keep these important fleets operating at maximum efficiency. The facility used to service the Emergency Services fleet is located in a building the Borough does not own; the lease expires in 2017.

Funding Needed: \$11 Million

3. South Gateway Visitors Center

(CIP ID #168)

Nominator: MSB Planning

The goal of the project is to create a lively, attractive, well-designed space where residents and visitors can directly experience the wealth of cultural, natural, recreational and business amenities in the Mat-Su Valley. It is envisioned as a destination in its own right situated on a bluff with a dramatic view of Pioneer Peak and the surrounding area. Potential partners are involved in the preliminary planning phases. Over 780,000 annual visitors enter the Borough each year and by providing a singular destination with information could be enticed to prolong their stays in the Mat-Su, translating to greater economic activity for the Borough. A feasibility study was completed with funding from the National Scenic Byways program.

Funding Needed: \$5 Million

4. Government Peak Recreation Area Paving and Utilities

(CIP ID #236)

Nominator: MSB Community Development

This project will fund key capital improvements in the Government Peak Recreation Area. Natural gas will be extended to the Transit Center and North Mountain Trails Drive, and the parking lot will be paved. A professional and citizen advisory team is working with the Borough to conceptualize a master plan for the area based upon the Hatcher Pass Government Peak Unit Asset Management and Development Plan approved in 2012. Development, if feasible, will be in the southeast quadrant of the Borough lands, east of the transit center. The gas line will have the capacity to support future development in the area.

Funding Needed: \$6.65 Million

5. Government Peak Nordic Ski Area - Phase 2

(CIP ID #170)

Nominator: MSB Community Development

The Hatcher Pass Nordic Ski Area offers premier trails for cross-country skiing, running, and mountain biking. The trails in Phase 1, constituting ten kilometers of beginner and intermediate year round trails were completed during the summer of 2012 due in large part to volunteer efforts. Phase 2 of the project will construct five to ten kilometers of lighted Olympic-class trails. The project promotes economic diversification with new recreational draws, and supports school programs, ski clubs, runners clubs, and regional competitions. The addition of Olympic caliber trails will increase the benefits. The project is supported in the plan "Hatcher Pass - A New Beginning" 2010.

Funding Needed: \$4 Million

6. Government Peak Multi-Use Facility - Phase 2

(CIP ID #237)

Nominators: MSB Community Development

This project will begin the expansion of the recently constructed transit facility. The structure was originally envisioned as a simple transit facility, but was reconfigured to include basic accommodations for skiers as well provide needed public meeting space in the community.

Funding Needed: \$1.3 - \$1.6 Million

7. Willow Community Center - Drainage and Access Improvements

(CIP ID #117)

Nominator: MSB Public Works

The parking lots and road beds around the community center were constructed on ground that was not fully cleared of dirt and topsoil which makes them impassable during the spring thaw. Improving the road bed materials around the center, down to lake, and construction of a new access on the south side of the parking lot onto 1st Avenue will greatly improve accessibility throughout the year at this well used facility. Changing the grade of the road to the lakeside will allow fire department emergency tankers and trucks to more easily access the water supply pipe. The proposed changes have been endorsed by the Borough Operations & Maintenance Division and the Willow Area State DOT office.

Funding Needed: \$65,000

8. Willow Public Library Expansion - Predevelopment Phase

(CIP ID #154)

Nominator: MSB Community Development

The project will begin the process of expanding the Willow Library which currently has 3,500 square feet. In the report "Estimated Space Requirements through 2025," it was estimated the library would need between 8,000 to 15,000 square feet by 2010 to properly serve the community. In addition, space for technological endeavors and electrical outlets are chronically short. In FY 2012, 44,000 people walked through the library doors. Sixty-nine programs were presented with an attendance of over 1,500 people. The library has eleven public use computers which were used over 6,700 times in 2012 and the wireless internet was accessed 6,743 times during the same time period. The wireless internet is available to the public 23 hours per day, year round. It is time to start addressing the facility limitations by initiating a predevelopment phase.

Funding Needed: \$50,000

9. South Denali Visitors Center

(CIP ID #70)

Nominator: MSB Planning

The project will open up the south side of Denali National Park by constructing a year-round recreation facility with the dual purpose of a warming facility for snow machiners, and information for hikers and tourists. The facility will have road access throughout the year, as opposed to the north side of the park which closes for the winter. The Center is a partnership between the State of Alaska, National Park Service, Borough, and private entities. The project is supported by the Y Community Comprehensive Plan as well. Tourists are projected to spend an additional \$44 Million in the Borough once the Center opens its doors. Total cost of the project is \$35 Million.

Funding Needed: \$8 Million in State Funds to match \$20 Million of Federal Funds

GENERAL PUBLIC FACILITIES NEEDS LIST

NO PRIORITY ORDER, LISTED ALPHABETICALLY

Birch Creek Villas - Eight Unit Housing Complex - Phase 2

(CIP ID #111)

Nominator: Meadow Lakes Community Council

The original eight senior housing units in Birch Creek Villas were jointly financed by MLCC and Seniors, Inc. for \$2.1 Million. The units are currently at full occupancy and empty units turn over quickly. Seniors, Inc. is starting an additional eight units on eight acres donated by MLCC. Seniors will benefit from the availability of affordable housing which is constructed specifically to meet their needs. Walking and exercise trails are also being co-developed to serve the residents and the surrounding community. The Meadow Lakes Comprehensive Plan supports the project.

Funding Needed: \$2.2 Million

Chickaloon Community Center Driveway and Parking Lot Paving

(CIP ID #112)

Nominator: Chickaloon Community Council

The Chickaloon Community Center at MP 75 of the Glenn Highway is utilized by the entire community for meetings, church services, and community council meetings. Usage is coordinated through volunteers in the community. This project consists of paving the driveway and parking lot of the community center, estimated to be approximately one acre. This would be beneficial for all the users, including service to the community as the emergency center of the area.

Funding Needed: TBD

Historic Fairview School

(CIP ID #162)

Nominator: M. Heaven

The historic Fairview School was one of the first schools in the Matanuska Valley. The school house is located on the west side of the Seward Meridian Parkway, south of the railroad tracks, and north of Fairview Loop Road. It was located as to be equal distances from two homesteads which had the largest number of children attending. In the 1980s the Borough restored the building and had a ceremony that featured some of the students from the 1920s. Since then, the building has languished with little attention and has seemingly been abandoned; consequently vandalism has occurred. There is no public access to the school. This project would save and protect the structure which could be used for educational events for students to learn more about the fascinating history of the Valley. Residents and visitors will benefit from the historical connection, historic construction style, and the ability to use the building for educational and cultural events.

Funding Needed: TBD

PARKS

PRIORITY PROJECTS

1. **Big Lake Boat Bilge Water Disposal Site** (CIP #90)
2. **Jordan Lake Community Park Enhancements** (CIP #92)
Meadow Lakes Sports Fields (CIP #229)
3. **Little Susitna River Park at Olson Bridge** (CIP #93)
4. **Meadow Lakes Off-Leash Dog Park** (CIP #96)
5. **Meadow Lakes Equestrian Park** (CIP #95)
6. **Meadow Lakes Island Lake Public Park** (CIP #230)
7. **Point MacKenzie Multi-Use Recreation Area** (CIP #3)

PROJECT DESCRIPTIONS

1. **Big Lake Boat Bilge Water Disposal Site**

(CIP ID #90)

Nominator: Big Lake Community Council

Big Lake has been designated by the Alaska Department of Environmental Conservation as an impaired water body. This project will construct disposal and treatment sites for bilge water to provide an alternative to the current practice at the Big Lake State Park facility of releasing bilge water back into the lake. The addition of bilge water disposal sites will be a positive step in getting Big Lake removed from the impaired water body designation. Failure to maintain a clean water body will damage the aquatic life and could have an adverse effect on the recreational activities that are the major economic life-blood of the area, and causing financial strife. The project is supported by the Big Lake Comprehensive Plan.

Funding Needed: TBD

2. **Tie - Jordan Lake Community Park Enhancements**

(CIP ID #92)

Nominator: Big Lake Community Council

This project will complete the wetland boardwalk and develop the garden areas on the Jordan Lake parcel in keeping with the 2003 Jordan Lake Parcel Master Plan adopted by the Borough Assembly in April 2004. The purpose of the project is to enhance the natural areas in the community, construct community spaces, create opportunities to bring people together, and develop youth opportunities linked to the library and school programs. The project will support the development of a strong business core, enhance the small town feel, preserve natural character, and supply educational opportunities for young people.

Funding Needed: \$50,000

2. Tie - Meadow Lakes Sports Fields

(CIP ID # 229)

Nominator: Meadow Lakes Community Council

The Meadow Lakes Sports Fields have progressed in incremental phases. This portion of the project will complete the baseball diamonds at the site. Depending on the level of funding, the tennis court could also be started. The playground was completed in 2012, with final landscaping in 2013. The soccer field is ready for use after a two-year settling process. Local residents of Meadow Lakes will benefit from the recreational opportunities of all the improvements to the Sports Field complex.

Funding Needed: TBD

3. Little Susitna River Park at Olson Bridge

(CIP ID #93)

Nominator: Meadow Lakes Community Council

The Little Susitna River is designated as a State Recreation River. This project will create a five-acre riverside community park with multi-use trail access connecting to other trail systems in the community. By constructing the facility near the Olson Bridge it may be possible to partner with the Knikatnu Native Corporation which owns adjacent lands. Visitors and residents will benefit from the project.

Funding Needed: TBD

4. Meadow Lakes Off-Leash Dog Park

(CIP ID #96)

Nominator: Meadow Lakes Community Council

The non-leash dog park will be located on a portion of the 120 acres of Borough property dedicated to public use in Meadow Lakes. The park will benefit residents who will be able to exercise their dogs safely, in an appropriate environment. Loose dogs running free can harass moose, other dogs, and children, creating an unsafe environment.

Funding Needed: TBD

5. Meadow Lakes Equestrian Park

(CIP ID #95)

Nominator: Meadow Lakes Community Council

The project proposes to construct a 30-acre equestrian park on a portion of a 120-acre Borough site, classified as public use, which is adjacent to land owned by the Meadow Lakes Community Council, Inc. The park will include an arena and trails which could also be used for cross country running and skiing. In addition to the health benefits of the project, it will also help to create economic activity. The Meadow Lakes Comprehensive Plan supports this project which will take three to four years to complete.

Funding Needed: TBD

6. Meadow Lakes Island Lake Public Park

(CIP ID #230)

Nominator: Meadow Lakes Community Council

The project will create a public park on one of the few water bodies remaining in Meadow Lakes with enough area available for the purpose. Island Lake has approximately 70,000 square feet which could be developed as park land. It can be difficult to locate public access and adequate parking facilities in the Meadow Lakes Community. A

public park with lake front and minimal infrastructure will benefit the community of Meadow Lakes by providing greater recreational opportunities.

Funding Needed: TBD

7. Point MacKenzie Multi-Use Recreation Area

(CIP ID #3)

Nominator: MSB Planning

This project starts with the design and eventual construction of a multi-use regional recreational site on 320 acres of Borough-owned land located at approximately MP 9 on Point MacKenzie Road, west of the Goose Bay State Game Refuge. The design, layout, and planning of the site should precede logging, sand and gravel mining, and reclamation to help ensure maximum benefit of Borough resources. Parking lots, bathrooms, boat docks, campsites, and shooting ranges are possible facilities on the recreational site. Approximately 30,000 people live in the region this facility would support. The Point MacKenzie Comprehensive Plan endorses the project. Completion is estimated five years post funding: one year for design, two years for natural resource extraction, and two years for construction.

Funding Needed: \$2.5 Million

RECREATIONAL FACILITIES

PRIORITY PROJECTS

1. **Palmer and Wasilla Swimming Pool Renovations** (CIP #226)
2. **Jim Creek Improvements** (CIP #225)
3. **Parks and Outdoor Recreation Maintenance Shop** (CIP #116)
4. **Brett Memorial Ice Arena Renovations** (CIP #103)
Core Area Trail and Park Improvements (CIP #227)
5. **Brett Memorial Ice Arena - Facility Upgrades** (CIP #99)
6. **South Big Lake Boat Launch Public Park - Master Plan** (CIP #97)
7. **Meadow Lakes Swimming Pool** (CIP #119)

PROJECT DESCRIPTIONS

1. **Palmer and Wasilla Swimming Pool Renovations** (CIP ID #226)

Nominator: MSB Community Development

The recent Pool Assessment Study documented that both the Palmer and Wasilla Pools' operating systems and physical plants have reached obsolescence. The pools host over 150,000 visitors annually through instruction of thousands of children in swimming lessons, lifeguarding classes, and open recreational swim hours. The heating/cooling, electrical, plumbing, pool liners, roof, lighting, as well as other systems and fixtures, could fail at any time. Additionally, the pools are out of code compliance in terms of fire safety and ADA accessibility. If significant repairs are not completed in a very short time frame the Borough faces closed facilities due to the extensive state of disrepair and lack of preventative maintenance. Extensive upgrades and repairs are necessary, although the construction of a new aquatic facility may be more cost effective.

Funding Needed: \$12 Million for Renovation

2. **Jim Creek Improvements** (CIP ID #225)

Nominator: MSB Community Development

The Borough recently completed the Jim Creek Master Plan. Components of the plan included sustainable trail features, parking lot improvements, camping space, and both motorized and non-motorized attractions. The Jim Creek Area has been a historical motorized use area that has significant trash issues, human waste issues, and lack of structured parking and camping resulting in risks to public health. The Borough's intention is to begin funding master plan recommendations within 12 months of their completion. Approximately \$250,000 was allocated in the MSB FY 2015 Budget for this project.

Funding Needed: \$250,000

3. Parks and Outdoor Recreation Maintenance Shop

(CIP ID #116)

Nominator: MSB Community Development

This project will build a new Parks and Outdoor Recreation Maintenance Complex in the gravel pit above Teeland Middle School to replace the maintenance shop located at 553 East Auklet Avenue built in the 1950s. The local residential neighborhood has grown up around the current maintenance building, making it a poor location for a maintenance shop. As services and staff expand, the current location is too small and cramped, and extreme wind storms tear down the fences and the roof of the greenhouse every season making building maintenance very expensive. Complaints from neighbors and the City of Palmer have been increasing every year. All of the people that use parks in the Valley will benefit from the park staff having a modern, centrally located maintenance facility to work from.

Funding Needed: \$1 Million

4. Tie - Brett Memorial Ice Arena Renovations

(CIP ID #103)

Nominator: MSB Community Development

The rink has reached the 30+ year mark and most of the operating systems are reaching their useful lifespan. Emergency repairs performed to the rink floor in the last two years resulted in inefficient operation of the compressors and poor ice surface areas. Without extensive repairs the ice will continue to have inconsistent soft spots and electrical costs will continue to rise. Needed renovations in the 30-year-old facility include covering the existing refrigeration pipes on the rink floor with concrete, new roof, lighting upgrades, replacing radiant heat tubes and igniters, interior upgrades, and repainting the exterior. A comprehensive facility plan will be complete in 2014.

Funding Needed: \$3.5 Million

4. Tie - Core Area Trail and Park Improvements

(CIP ID #227)

Nominator: MSB Community Development

This project will begin to implement projects in recently completed master plans: Crevasse Moraine, Lazy Mountain, and Mat-River Park. The improvements include trail upgrades and repair, building repair and renovation, restroom improvements, and parking lot improvements. The goal of the Community Development Department is to begin funding master plan recommendations within 12 months of plan adoption. Sites included in this proposal include The Lazy Mountain Trailhead off Huntley Road, Crevasse Moraine trails off Loma Prieta Road, to accommodate the landfill expansion, and Mat-River Park at approximately MP 17.5 of the Old Glenn Highway. Other sites may include Cottonwood Lake access, Walby Lake, Finger Lake, and other sites to be determined based on seasonal needs and funding availability.

Funding Needed: \$100,000

5. Brett Memorial Ice Arena - Facility Upgrades

(CIP ID #99)

Nominator: MSB Community Development

Several items are needed to upgrade the services at the ice arena. Rubber flooring throughout the arena, locker rooms, and bathrooms also need to be replaced in the aging facility. These upgrades will contribute to making the arena a safer environment. To maximize the utilization of the building, a rink divider system should also be purchased to make the arena more flexible and responsive to customer demands. Also included in this project is a

programmable electronic sign for the facility. The arena is located in a high traffic area on the corner of Crusey Street and Bogard Road. The sign will be used to promote events at the arena and to promote other Borough activities.

Funding Needed: \$95,000

6. South Big Lake Boat Launch Public Park - Master Plan

(CIP ID #97)

Nominator: MSB Community Development

This project will improve a 15-acre Borough property currently used as a boat launch and parking lot to develop a public park for the south side of Big Lake. Although the site gets a fair amount of use as is, the land is not being used for its highest and best use for the community. A master plan for the facility is envisioned, with this as phase one in development.

Funding Needed: \$50,000 for Phase 1

7. Meadow Lakes Swimming Pool

(CIP ID #119)

Nominator: Meadow Lakes Community Council

This project will construct a pool on a 40-acre parcel within the Borough's 120-acre public use classified acreage in Meadow Lakes. The pool is envisioned next to a high school on the same acreage. Advantages of the project include the ability to teach water safety to children who live in an area of multiple lakes. Rescue crews will also be able to train for water emergencies closer to home.

Funding Needed: TBD

HIGHWAY SEPARATED TRAILS

PRIORITY PROJECTS

1. **Parks Highway - Talkeetna Spur Road Pedestrian Safety Improvements** (CIP #76)
2. **Pittman Road Highway Separated Trail** (CIP #78)
3. **Palmer-Fishhook Road Highway Separated Trail** (CIP #243)
4. **Beverly Lake Road Highway Separated Trail** (CIP #64)
West Seldon Road Highway Separated Trail (CIP #89)
5. **Church Road Highway Separated Trail** (CIP #67)
6. **Bogard Road Highway Separated Trail - Trunk Road to Seldon/Bogard Intersection** (CIP #65)
7. **Schrock Road Highway Separated Trail** (CIP #80)
East Seldon Road Highway Separated Trail (CIP #81)
8. **Long Lake Road Highway Separated Trail** (CIP #71)
9. **49th State Street Highway Separated Trail** (CIP #62)
10. **Meadow Lakes Community Center to Parks Highway Separated Trail** (CIP #245)
Meadow Lakes Community Center to Pittman Road Separated Trail (CIP #246)
Vine Road Separated Trail (CIP #247)

PROJECT DESCRIPTIONS

1. **Parks Highway - Talkeetna Spur Road Pedestrian Safety Improvements - Partially Funded**

(STIP #26129, CIP ID #76)

Road Class: Interstate

Nominator: State STIP

The project encompasses pedestrian safety improvements in the general vicinity of the Parks Highway/Talkeetna Spur Road intersection. Specific improvements include: 1) a lighted Parks Highway underpass from Helena Avenue to the north side of the Susitna Valley Middle/High School driveway, 2) a pathway on the east side of the Parks Highway from the underpass north to the Talkeetna Spur Road, and 3) painted crosswalks across the Talkeetna Spur Road connecting the improvements to the existing bike trail. The Susitna Valley Middle/High School is directly across from the senior center, and in the vicinity of numerous businesses. A safe route to and from the school is needed to protect all the students, as well as facility traffic along the Parks Highway, a major state transportation route.

Funding Needed: \$3.2 Million

2. Pittman Road Highway Separated Trail

(CIP ID #78)

Road Class: Major Collector

Nominators: MSB Community Development/Meadow Lakes Community Council

The project will design and construct a roadside trail on Pittman Road from the Parks Highway to Church Road, a distance of nine miles. The traffic patterns and heavy utilization of the transportation corridor make this project a priority. The enhancements will provide for safer, more functional roadside traffic. This trail is part of the Pittman Road, Church Road, and Parks Highway Master Circle Trail system. The Meadow Lakes Comprehensive Plan and Mat-Su Borough Recreational Trails Plan support the project.

Funding Needed: \$4.5 Million

3. Palmer-Fishhook Road Highway Separated Trail

(CIP ID #243)

Road Class: Minor Arterial

Nominators: MSB Community Development

Many recreational, commuting and tour bicyclists, rollerbladers, as well as participants in annual races, use the narrow shoulder on Palmer-Fishhook Road to access the new Government Peak Recreation Area trails, the Moose Range trails, local subdivisions, and Hatcher Pass. A separated pathway from the Glenn Highway to the Little Susitna River Bridge will increase motor vehicle safety and the safety of pedestrians and others who utilize this important transportation route. The pathway will provide a seamless pedestrian route when it connects to the newly constructed pathway on Trunk Road. This project could be combined with Phase 1 from the Glenn Highway to Trunk Road (approximately 2 miles), Phase 2 from Trunk Road to the Wasilla-Fishhook intersection (approximately 4.5 miles), and Phase 3 from Wasilla-Fishhook intersection to the Little Susitna River Bridge (approximately 1.5 miles).

Funding Needed: \$10 Million

4. Tie - Beverly Lake Road Highway Separated Trail

(CIP ID #64)

Road Class: Major Collector

Nominator: Meadow Lakes Community Council

This is a companion project to the Beverly Lake Road connector project (CIP ID #42) in the Community Transportation Program section of this document. The connector road from Church Road to Pittman Road was part of the 2011 Borough bond package. When Beverly Lake Road is extended, a multi-use trail component should be included in the design. The current road is narrow and curvy which creates a safety issue with other uses sharing the roadway.

Funding Needed: \$2 Million

4. Tie - West Seldon Road Highway Separated Trail

(CIP ID #89)

Road Class: Major Collector

Nominator: MSB Community Development

The project will design and construct a paved pedestrian and bike trail on West Seldon Road. The trail will begin at the intersection of Seldon and Lucille Street and continue for one mile west to Wards Drive. The project will provide safe access in this heavily-travelled area.

Funding Needed: \$1 Million

5. Church Road Highway Separated Trail

(CIP ID #67)

Road Class: Major Collector

Nominators: Meadow Lakes Community Council/MSB Community Development

The project will design and construct a trail along the entire length of Church Road. The trail will connect to the proposed Pittman Road highway separated trail at the intersection of Church and Pittman Roads, to the Spruce Road trail, as well as to the Bumpus Ball fields in Wasilla. The project will provide safe pedestrian/bike access along this heavily-travelled route. Church Road is part of the Pittman Road, Church Road, and the Parks Highway Master Circle Trail system. The Meadow Lakes Comprehensive Plan and the Mat-Su Borough Long Range Transportation Plan support the project.

Funding Needed: \$2 Million

6. Bogard Road Highway Separated Trail - Trunk Road to Seldon/Bogard Intersection

(CIP ID #65)

Road Class: Major Arterial

Nominator: MSB Community Development

The project will design and construct a paved pedestrian and bike trail on Bogard, a major arterial transportation route in the Borough. This project begins at Trunk Road and proceeds west to the Seldon/Bogard intersection. A highway separated trail will provide safe access along this heavily-travelled route. Acreage or right-of-way is required along the three-mile route.

Funding Needed: \$3 Million

7. Tie - Schrock Road Highway Separated Trail

(CIP ID #80)

Road Class: Minor Collector

Nominator: Meadow Lakes Community Council

The project will design and construct a paved trail from the intersection of Schrock and Church Roads to the Olson Bridge on the Little Susitna River. By providing a safe trail to the river, residents and tourists will have better access to the river. The project will greatly enhance the safety of people who hike or ride bikes, horses, or ATVs to the river. This trail connects to the Pittman Road, Church Road, and Parks Highway Master Circle trail system. The Meadow Lakes Comprehensive Plan supports the project.

Funding Needed: TBD

7. Tie - East Seldon Road Highway Separated Trail

(CIP ID #81)

Road Class: Minor Arterial

Nominator: MSB Community Development

The project will design and construct a paved pedestrian and bike trail on East Seldon Road. The trail will begin at the intersection of Seldon and Bogard Roads and continue for four miles west to Lucille Street. The project will provide safe access in this heavily-travelled area.

Funding Needed: \$4 Million

8. Long Lake Road Highway Separated Trail

(CIP ID #71)

Road Class: Minor Collector

Nominators: MSB Community Development/ Willow Area Community Organization

The project will design and construct a 1.75-mile paved pedestrian/bike trail beside Long Lake Road heading west from the Parks Highway to the intersection with Frank Road. Long Lake Road is a 45 mph road that carries heavy

vehicular traffic amongst residential areas, local businesses, and public facilities. The current practice of sharing the road between vehicles, pedestrians, and bikers creates a severe safety hazard. The project is supported by the Borough Trail Plan and the Willow Area Trail Plan.

Funding Needed: \$1.75 Million

9. 49th State Street Highway Separated Trail

(CIP ID #62)

Road Class: Major Collector

Nominator: MSB Community Development

This road is a primary access into the Colony Schools. The project will design and construct a one-mile paved pedestrian and bike trail on 49th State Street from the Palmer-Wasilla Highway to Colony Schools Drive to accommodate the extensive bike and pedestrian traffic in this school corridor.

Funding Needed: \$1 Million

10. Tie - Meadow Lakes Community Center to Parks Highway Separated Trail

(CIP ID #245)

Road Class: Residential and Major Collector

Nominator: Meadow Lakes Community Council

This project constructs a trail from the future community center along W. Stacy Street, North Suzanna Street and Vienna Woods Access Road to the Parks Highway separated trail. This will connect the future community center to the Master Circle of Parks Highway, Pittman Road, and Church Road trails which will provide access to other trails in the area such as the Lucille Creek trail. The trail is supported by the Meadow Lakes Comprehensive Plan.

Funding Needed: TBD

10. Tie - Meadow Lakes Community Center to Pittman Road Separated Trail

(CIP ID #246)

Road Class: Residential

Nominator: Meadow Lakes Community Council

This project constructs a trail from the future community center along W. Karen Street, Kathi Drive, Barbi Drive and Kim Drive to the Pittman Road separated trail. This will connect the future community center to the Master Circle of the Parks Highway, Pittman Road, and Church Road trails which will provide access to other trails in the area such as the Little Su Trail Bridge to Bench Lake. The trail is supported by the Meadow Lakes Comprehensive Plan.

Funding Needed: TBD

10. Tie - Vine Road Separated Trail

(CIP ID #247)

Road Class: Residential

Nominator: Meadow Lakes Community Council

This project will design and construct a roadside trail on Vine Road from the Parks Highway. The traffic patterns and heavy utilization of the transportation corridor makes this project a priority. The enhancements will provide for safer, more functional roadside travel. It will be most cost efficient to construct the trail while the roadbed is being upgraded. The trail is supported by the Meadow Lakes Comprehensive Plan.

Funding Needed: TBD

RECREATIONAL TRAILS

PRIORITY PROJECTS

1. **Bald Mountain Motorized Use Parking Area and Trailhead Development** (CIP #63)
2. **Eska Creek Falls Trail** (CIP #69)
3. **Purinton Creek Recreational Trail** (CIP #79)
4. **West Butte Trailhead Expansion** (CIP #231)
5. **Lucille Creek Multi-Use Trail** (CIP #72)
6. **Kenlar Road to Hawk Lane - Paved Non-Motorized Trail** (CIP #77)
7. **Little Su Trail Bridge to Bench Lake** (CIP #88)
 - Lucille Creek Trail Collector** (CIP #73)
 - Wasilla Creek Headwaters Trail** (CIP #85)
8. **Big Lake Multi-Use Pathway Extension Across Fish Creek** (CIP #66)
 - Meadow Lakes Loop Multi-Use Trail** (CIP #75)
 - Meadow Lakes Multi-Use Trails** (CIP #74)

PROJECT DESCRIPTIONS

1. **Bald Mountain Motorized Use Parking Area and Trailhead Development**

(CIP ID #63)

Nominator: Meadow Lakes Community Council/Assembly

These funds will be used to enhance recreational opportunities for snowmachine (motorized) use in the Hatcher Pass Management Area. Funds will be used for some land and easement acquisition, to construct or improve parking and trailheads.

Funding Needed: \$1.25 Million

2. **Eska Creek Falls Trail**

(CIP ID #69)

Nominator: MSB Community Development

This project includes construction of both motorized and non-motorized trails (three miles each) in the Knob Hill Area. Project includes surveying, easement acquisition, and trail signage. Locals and visitors, both motorized and non-motorized trail users, will benefit from separated uses. The re-routed motorized trail will help mitigate adverse impacts to natural resources. The trail is highlighted in the MSB Recreational Trails Plan and the Sutton Comprehensive Plan.

Funding Needed: \$500,000

3. **Purinton Creek Recreational Trail**

(CIP ID #79)

Nominator: MSB Community Development

The project involves trail hardening and bridges to improve the 9.2 mile, year-round Purinton Creek Trail. The trail heads north of the Glenn Highway, then west to Boulder Creek where it connects to the Boulder Creek Trail. Due to its proximity to the Glenn, it is used by a large number of Borough residents and visitors. The Borough Trails Plan supports the project.

Funding Needed: \$920,000

4. West Butte Trailhead Expansion

(CIP ID #231)

Nominator: MSB Community Development

The Borough desires to expand the West Butte Trailhead to accommodate the increasing usage. At times, the current trailhead parking area is filled to capacity and vehicles park along the edges of the road, restricting passage by local residents and emergency vehicles. Expansion would entail enlargement of 60 to 200 feet to the west along the section line easement. Trails users will benefit by being able to safely park vehicles in expanded parking areas. Local residents and emergency response vehicles will benefit by having clear access along Mothershead Lane.

Funding Needed: \$200,000

5. Lucille Creek Multi-Use Trail

(CIP ID #72)

Nominator: Meadow Lakes Community Council

This project connects the existing Lucille Creek trailhead at the Wasilla Sports Complex to Meadow Lakes' western boundary of Johnson Road. Eventually trail users will be able to access the Big Lake Trail system. Currently the winter pioneer trail is narrow and winding, and presents hazards for users who meet along the trail. When completed, the project will attract snow machine and ATV riders who typically travel alongside the Parks Highway which is confusing to automobile drivers and dangerous to riders. The Meadow Lakes Comprehensive Plan supports the project.

Funding Needed: TBD

6. Kenlar Road to Hawk Lane - Paved Non-Motorized Trail

(CIP ID #77)

Nominator: Big Lake Community Council

This project will construct a non-motorized, paved trail alongside Kenlar Road to Hawk Lane, and then to Beaver Lake Road. Currently, Houston Middle and High school students and Mid Valley Seniors have no other option but to use the road when walking or biking in this area. The track teams also have to run along this route and it is extremely dangerous. The Big Lake Comprehensive Plan supports the project.

Funding Needed: TBD

7. Tie - Little Su Trail Bridge to Bench Lake

(CIP ID #88)

Nominator: Meadow Lakes Community Council

This project will construct a 10' by 40' long trail bridge across the Little Susitna River. Both approaches to the bridge have been grubbed and cleaned, and the lower portion has been surveyed. The trail bridge will connect State land to a recreational area at the end of the trail known as Bench Lake, a popular fishing destination. The trail will also connect with the Willow trail system. The project is supported by the Meadow Lakes Comprehensive Plan and the Meadow Lakes Trails Plan.

Funding Needed: TBD

7. Tie - Lucille Creek Trail Collector

(CIP ID #73)

Nominator: Meadow Lakes Community Council

This project starts at the Wasilla Sports Complex and will construct trails into the Big Lake area and further north. This proposed trail will connect the Lucille Creek Trail to the Pittman Trail and the Parks Highway Trail. When this trail system is complete, a user will be able to access the State recreational areas on Bald Mountain through the Meadow Lakes community. The project is supported by the Meadow Lakes Comprehensive Plan and Meadow Lakes Trails Plan.

Funding Needed: TBD

7. Tie - Wasilla Creek Headwaters Trail

(CIP ID #85)

Nominator: MSB Community Development

This project includes trail hardening, bridges, and a restroom facility for Wasilla Creek Headwaters Trail system, a multi-use, year round trail with a small trailhead at the east end of Wendt Road. There are approximately four miles of trail improvements included in the project cost. This is supported by the Borough Trails Plan.

Funding Needed: \$500,000

8. Tie - Big Lake Multi-Use Pathway Extension Across Fish Creek

(CIP ID #66)

Nominator: Big Lake Community Council

The project will extend a multi-use pathway approximately 1,700 feet from Casey Drive, across Fish Creek and into the Big Lake South State Recreation Area. Six handicap accessible parking spaces will be constructed along the pathway near Fish Creek to provide access in compliance with ADA. This project will increase safety for pedestrian and bike users by providing an alternative to crossing a narrow and dangerous vehicular bridge at Fish Creek. This project is supported by the Big Lake Community Comprehensive Plan.

Funding Needed: TBD

8. Tie - Meadow Lakes Loop Multi-Use Trail

(CIP ID #75)

Nominator: Meadow Lakes Community Council

The project will design and construct a multi-use trail along the entire length of Meadow Lakes Loop and Meadow Lakes Road from the intersection of the Parks Highway to the intersection of Pittman Road. This trail connects to the Pittman Road, Church Road, and Parks Highway Master Circle trail system. These narrow paved roads have many blind curves making alternate means of transport extremely dangerous. A multi-use trail will greatly improve the safety of the users. The Meadow Lakes Comprehensive Plan supports the project.

Funding Needed: TBD

8. Tie - Meadow Lakes Multi-Use Trails

(CIP ID #74)

Nominator: Meadow Lakes Community Council

The project will construct trails for use by equestrians, skiers and runners over 50 acres of the 120-acre Borough site adjacent to the 40 acres owned by the Meadow Lakes Community Council, Inc. The trails can be used in conjunction with school programs and by the general public for a wide variety of purposes. Meadow Lakes Multi-Use trails connect to the Pittman Road, Church Road, and Parks Highway Master Circle trail system via the proposed Meadow Lakes community center. Currently there is a deficiency in recreational opportunities in

Meadow Lakes which this project hopes to correct. The activities are supported in the Meadow Lakes Comprehensive Plan.

Funding Needed: TBD

RECREATIONAL TRAILS NEEDS LIST

NO PRIORITY ORDER, LISTED ALPHABETICALLY

Crooked Lake Trailhead

(CIP ID #68)

Nominator: MSB Community Development

Crooked Lake Trail is a regionally significant multi-use winter trail which currently has limited parking off of Papoose Twins Road. This project will construct a trailhead on Borough property at Crooked Lake during the upgrade of Papoose Twins Road. The project will provide trail access to the west Susitna basin. The trailhead is supported by the Borough Trails Plan.

Funding Needed: \$300,000

Talkeetna Mail Trailhead Construction

(CIP ID #84)

Nominator: MSB Community Development

This project will complete the construction of a trailhead on Hidden Hills Road for the multi-use, year-round Talkeetna Mail Trail. The project is supported by the Borough Trails Plan. Both visitors and local winter trail users will benefit from access to the north end of the trail system.

Funding Needed: \$300,000

Wolverine Lake Trail Alternative Access

(CIP ID #86)

Nominator: MSB Community Development

The Borough owns a parcel at the northeast end of Wolverine Lake with a floating easement. This project will construct a 12' to 15' wide road following the existing logging road to formalize the floating easement granted by the State of Alaska in 2004. The roadway will follow an existing logging road and be designed to have minimal impact to the area. The project will also construct a small parking lot adjacent to Wolverine Lake Road to allow users to access the area on foot.

Funding Needed: \$200,000

PLANS

PRIORITY PROJECTS

1. **Fisheries Passage** (CIP #234)
2. **Stormwater Management Plan Implementation** (CIP #159)
3. **Storm Drainage System Mapping** (CIP #172)
4. **Meadow Lakes Quantitative Analysis of Wells and Septic Conditions** (CIP #157)
5. **Port MacKenzie Utility Plan** (CIP #164)
6. **Lake Lorraine Development Plan** (CIP #165)
7. **Port MacKenzie Hydrology Study** (CIP #166)

PROJECT DESCRIPTIONS

1. Fish Passage

(CIP ID # 234)

Nominator: MSB Planning

Salmon populations are declining in the Mat-Su as evidenced by the state designated stocks of concern, frequent sport fishing closures and associated business losses. At this point, the causes for the declines are not understood and this project is designed to address multiple fisheries issues. Included in this project are actions to research fishery movements in Cook Inlet, habitat protection activities and fish passage restoration projects. Research activities would study the movements of the mixed salmon species that live in Cook Inlet waters with the outcomes designed to improve fisheries management.

Funding Needed: \$1 Million

2. Stormwater Management Plan Implementation

(CIP ID #159)

Nominator: MSB Planning

The Borough is developing a Stormwater Management Plan to provide guidance for managing stormwater in the Borough. The plan outlines specific steps for community engagement, site runoff controls, public sector operations, and pollution prevention that will meet requirements for a Municipal Separate Storm Sewer System (MS4) Permit. Based on the 2010 census, the Alaska Department of Environmental Conservation is expected to apply the MS4 designation to an urbanized area within the Borough. Implementing the plan and meeting the requirements of the MS4 permit will require funding for public works operations, community outreach, water quality monitoring, stormwater and watershed analysis, and coordination of a watershed team over the five year period of the permit. All Borough residents who rely on ground water, surface water, and well water for their drinking supplies will benefit. Keeping the Borough's water clean by effectively managing our stormwater is essential to all residents and communities. The time period for compliance with a MS4 permit is five years which is expected to start in late 2013. See companion project , CIP ID #172 Storm Drainage System Mapping Project.

Funding Needed: \$187,000

3. Storm Drainage System Mapping

(CIP ID #172)

Nominator: MSB Public Works

This pilot project will develop a geo-referenced database and a GIS-based map of a portion of the storm drainage system within the urbanized area of the Borough. The attribute data (for example, pipe material and diameter) will be managed in an integrated asset management database that can be used to schedule and track maintenance activities. The mapping is needed for compliance with an anticipated stormwater Municipal Separate Storm Sewer System (MS4) permit. The asset management capabilities will enable efficient future mapping efforts and aid staff in the Borough's operations and maintenance, planning, and project management and engineering divisions in drainage system expansion, maintenance, and upgrades. This project will benefit Borough taxpayers by providing an efficient way to meet anticipated MS4 permit requirements as well as drainage system evaluation, expansion, upgrades, and maintenance. The Borough is currently developing a Stormwater Management Plan to outline a constructive regional approach to stormwater management. See companion project, CIP ID #159, Stormwater Management Plan Implementation.

Funding Needed: \$100,000

4. Meadow Lakes Quantitative Analysis of Wells and Septic Conditions

(CIP ID #157)

Nominator: Meadow Lakes Community Council

This project will conduct a Hydrology Study to establish a current baseline for the Meadow Lakes watershed and underground water resources. The entire community of Meadow Lakes will benefit, as will many residents in Big Lake where the watershed drains. Safety will be enhanced on a variety of levels: first, in protecting the quality and quantity of the drinking water supply in Meadow Lakes, and secondly, in keeping the lakes and streams safe for water related activities.

Funding Needed: TBD

5. Port MacKenzie Utility Plan

(CIP ID #164)

Nominator: MSB Planning

Note: See other Port Projects in the Port Section.

This project will plan the future utility needs: electric, data, phone, sewer, and water. It will include designating the utility easements, and the survey and platting of those easements. Companies leasing commercial lots will benefit by having the infrastructure available. The Port Master Plan supports this project which will take two years for the entire project to be completed.

Funding Needed: \$80,000

6. Lake Lorraine Development Plan

(CIP ID #165)

Nominator: MSB Planning

Note: See other Port Projects in the Port Section.

The project will create a conceptual development plan for the land inside the Lake Lorraine Loop Road to accommodate future commercial development by Port lessees. Development considerations of the plan will include layout of roads, driveways, utilities, common areas, parking lots, lake access, loop road access, and desirable future services. The conceptual development plan will help Port lessees propose development in conformance with the Port Master Plan which provides a vision for the Lake Lorraine Business District.

Funding Needed: \$120,000

7. Port MacKenzie Hydrology Study

(CIP ID #166)

Nominator: MSB Planning

Note: See other Port Projects in the Port Section.

The study will measure and model ground water, surface water, and stormwater elevations and flow directions. This information will help to minimize erosion, liquefaction, flooding, and other hazards to Port development and operations. Port lessees will have more site specific information which will help decrease development costs and long-term maintenance costs. The Port Master Plan lists hydrology as a data gap. The study will take three years to complete.

Funding Needed: \$1 Million

PORT MACKENZIE

PRIORITY PROJECTS

1. **Dock Pile Protection and Impress System** (CIP ID #82)
2. **Port MacKenzie Erosion Control** (CIP ID #250)
3. **Natural Gas Line to Port** (CIP ID # 241)
4. **Lu Young Lane Upgrade** (CIP ID #4)
5. **Port MacKenzie Deep-Draft Dock Expansion** (CIP ID #7)
6. **Port MacKenzie Emergency Management Center** (CIP ID #249)
7. **Port MacKenzie Material Handling Corridor** (CIP ID #223)
8. **Port MacKenzie Heavy Industrial Fire Suppression Study** (CIP ID #251)
9. **Illumination of Port MacKenzie Road System** (CIP ID #5)
 - Lake Lorraine Loop Road** (CIP ID #1)
10. **Port MacKenzie Frontage Roads** (CIP ID #2)
 - Port MacKenzie South Access Road** (CIP ID #6)

PROJECT DESCRIPTIONS

1. Dock Pile Protection and Impress System

(CIP ID #82)

Nominator: MSB Port Director

This project will install 50 pipe pile sleeves, 14 fender pile sleeves, and an Impress Current Anode System to protect the dock piles from completely losing the hot-dipped galvanized coating. This will slow down the deterioration of the piles due to scour and ice impact as well as material loss due to corrosion. The initial zinc coatings on the deep-draft dock support and fender piles are mostly worn off as documented by engineers. Each pile sleeve repair will consist of two HDPE half-sleeves, 30' in length, fastened with three sleeve clamps. The Impressed Current Anode System will be installed mid-way between the deep-draft dock and the sheet pile barge dock to protect both docks. The project will extend the useful life of the deep-draft dock and barge dock approximately another 20 years, thus saving/deferring tens of millions of dollars on future repair and replacement of the piles. The US Army Corps of Engineers permit application is in process. The project could be completed within two years. Total project cost is \$5.5 million.

Funding Needed: \$4 Million

2. Port MacKenzie Erosion Control

(CIP ID #250)

Nominator: MSB Port Director

The project consists of erosion control, slope stabilization, and storm water management to reduce the erosion occurring on the bluff above the barge dock, currently the only access to the port itself. The erosion to be

addressed by this project is predominately near the top of the bluff above the southern portion of the original barge dock at Port MacKenzie.

Funding Needed: \$10 Million

3. Natural Gas Line to Port

(CIP ID #241)

Nominator: MSB Administration

This project envisions a public facility asset for natural gas distribution to consumers/residents, for export, and to support industries that produce value added products, generating electricity, an energy source for other energy intensive industries. Local residents will benefit, and the Port District is a prime location for this type of facility. Land for development is available for this enterprise, as well as other industries which will benefit from its close proximity. The Army Corps of Engineers permit application is being completed with a modified design.

Funding Needed: \$16 Million

4. Lu Young Lane Upgrade

(CIP ID #4)

Nominator: MSB Planning

Evaluation of Lu Young Lane is necessary to determine improvements needed to support existing and future traffic. Design and construction will follow the evaluation. The project will benefit the entire Mat-Su Borough by increasing the efficiency of the Port operations and safety in the Port District. This project is included in the Port Master Plan and Long Range Transportation Plan. Once funding is received, it will take two years to complete the project; one year for design, and one year for construction. The US Army Corps of Engineers permit is in place to fill the wetlands. Total project cost \$500,000.

Funding Needed: \$460,000

5. Port MacKenzie Deep-Draft Dock Expansion

(CIP ID #7)

Nominator: MSB Port Director

A deep-draft dock expansion will allow two Panamax size vessels to dock at Port MacKenzie concurrently, enabling the Port to import and export. The addition of a second conveyor will increase the capability of simultaneously exporting two commodities such as coal, limestone, woodchips, etc. A new dock will also allow for a circular trucking pattern for the efficient and safe off-loading of roll-on, roll-off cargo. The current dock should be fully utilized from April through October in five years when the rail extension is on line. The ability to berth two ships at once will allow the Borough to double its exports from 4.5 million tons to 9 million tons per year. This will create hundreds of jobs in the interior at mines, for the railroad, and at the Port itself. The Port Master Plan calls for this additional dock. The estimated time frame for this project is eight to ten years.

Funding Needed: \$80 Million (2014 dollars)

6. Port MacKenzie Emergency Management Center

(CIP ID #249)

Nominator: MSB Emergency Services Director

The project consists of constructing an industrial emergency management center near MP 18 on Point MacKenzie Road to provide services for the commercial and industrial businesses desiring to locate in the Port. Workers including seamen, longshoremen, and railroad workers will also benefit.

Funding Needed: \$30 Million

7. Port MacKenzie Material Handling Corridor (CIP ID #223)

Nominator: MSB Planning

A bulk material transportation connection is required between the area of the Port MacKenzie Rail Loop and the barge and deep-draft docks. Infrastructure will include rail car unloaders at two locations on the rail loop, conveyors to stockpile with storage facilities, storage / reclaimers, a conveyor from the storage areas to the docks and a ship loader. A sophisticated ship loader may require additional deep-draft dock dolphins to support its weight. Total cost of \$40 million is estimated based on two large volume commodities being exported via the rail and docks. The MSB and interior Alaska will benefit from an efficient transportation system between the rail loop and the docks. An anticipated 2,000 jobs will be created in the Port District and an additional 3,000 jobs will be created in the MSB and Interior Alaska by the associated natural resource processing and transportation activities.

Funding Needed: \$40 Million

8. Port MacKenzie Heavy Industrial Fire Suppression Study (CIP ID #251)

Nominator: MSB Emergency Services

The project consists of evaluating the fire protection and suppression needs anticipated for the Port MacKenzie District; a light commercial/industrial district that may contain petrochemical plant(s) and storage facilities that may be located within the Port MacKenzie District. The evaluation will be broad enough to address the fire protection and suppression needs for all petrochemical related activities anticipated within the port district and the infrastructure required to support the fire protection services. This evaluation will determine the required level of fire protection and the costs of the fire protection services (and related infrastructure), and determine the benefits of the fire protection services over time; a cost-benefit analysis will be developed to determine the economic feasibility of the Borough providing the services, as opposed to each commercial enterprise operating their own respective fire protection within the Port MacKenzie District; or, a combination of both. The evaluation will advise the Borough of light commercial/industrial with petrochemical plant(s) and storage facilities industry standards, and best practices for fire protection services, and will advise on infrastructure requirements such as water supply systems, road infrastructure, utilities, etc. The study can be completed in one year.

Funding Needed: \$150,000

9. Tie - Illumination of Port MacKenzie Road System (CIP ID #5)

Nominator: MSB Planning

Downward facing, LED street lights are needed at road and driveway intersections in the Port District to improve safety. The project will benefit the entire Borough accessing Port MacKenzie by improving transportation safety. Once funding is received, the project can be completed in one year.

Funding Needed: \$50,000

9. Tie - Lake Lorraine Loop Road (CIP ID #1)

Nominator: MSB Planning

The project consists of design, ROW dedication, and construction of a 2.3 mile road around Lake Lorraine to access future lease lots in the Port Commercial District. Availability of additional lease land in the Port Commercial District will benefit all residents of the Matanuska-Susitna Borough. Future lease lot development will support the creation of new jobs. This project is included in the Port Master Plan and Long Range Transportation Plan. Once funding is received, it will take two years to complete the project.

Funding Needed: \$4.6 Million

10. Tie - Port MacKenzie Frontage Roads

(CIP ID #2)

Nominator: MSB Planning

Frontage roads are needed on both sides of Point MacKenzie Road, the primary transportation route in Port MacKenzie. Frontage roads will allow Port traffic to access lease lots, reduce congestion, and allow unimpeded access for Port traffic. The project will benefit the entire Mat-Su Borough by increasing the efficiency of the Port Operations and safety in the Port District. This project is included in the Port Master Plan and Long Range Transportation Plan. Once funding is received, it will take three years to complete the project: one year for design, and two years for construction.

Funding Needed: \$9 Million

10. Tie - Port MacKenzie South Access Road

(CIP ID #6)

Nominator: MSB Planning

This road project includes a reconnaissance study, design, ROW acquisition, and construction of a southern access route to the southern Port District boundary to provide access. The project will benefit property owners south of the Port District by giving them road access to and from their property. The Port Master Plan and Long Range Transportation Plan support the project which is estimated to take ten years to complete.

Funding Needed: \$4.5 Million

SCHOOL DISTRICT

FY2016 Capital Budget								
Six-Year Capital Improvement Plan								
District Priority	Project Location and Description	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	Estimated Cost
1	Colony Middle School Roof Replacement	\$ 2,860,000						\$ 2,860,000
2	Cottonwood Elementary School Roof Replacement	\$ 1,500,000						\$ 1,500,000
3	Finger Lake Elementary School New Roof	\$ 1,490,000						\$ 1,490,000
4	Trunk Road Access/Pioneer Peak Elementary School	\$ 4,275,000						\$ 4,275,000
5	Maintenance Auto Shop Renovation	\$ 850,000						\$ 850,000
6	Replace Heat Exchangers at Colony Middle School	\$ 150,000						\$ 150,000
7	Flooring Upgrades at Wasilla Middle School	\$ 425,000						\$ 425,000
8	Fire Pump Upgrades at Nine Schools	\$ 675,000						\$ 675,000
9	Palmer High School Mechanical Upgrade Phase #2	\$ 3,652,000						\$ 3,652,000
10	Palmer High School Remodle	\$12,698,564						\$ 12,698,564
11	New Knik Area High School	X	\$98,500,000					\$ 98,500,000
12	District Wide Siesmic Upgrades	X	\$18,890,000					\$ 18,890,000
13	District Wide Indoor/Outdoor Bleacher Replacement	X	X	\$ 6,356,000				\$ 6,356,000
14	Pioneer Peek Elementary School Roof Replacement	X	X	\$ 1,700,000				\$ 1,700,000

District Priority	Project Location and Description	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	Estimated Cost
15	District Wide Boiler and Boiler Controls Upgrade(14 Schools)	X	X	\$ 1,500,000	\$ 2,033,000			\$ 3,533,000
16	New Palmer Area Elementary School	X	X	\$ 28,862,000				\$ 28,862,000
17	Sutton Elementary School Roof Replacement	X	X	\$ 860,000				\$ 860,000
18	Burchell High Replacement School	X	X		\$ 98,654,255			\$ 98,654,255
19	Talkeetna Elementary School Roof Replacement	X	X	X	X	\$ 915,000		\$ 915,000
20	Palmer Junior High School Renovation	X	X	X	X	\$19,866,000		\$ 19,866,000
21	New Wasilla Area Elementary School	X	X	X	X	\$28,957,862		\$ 28,957,862
22	New Knik Area Elementary School	X	X	X	X	X	\$ 29,597,468	\$ 29,597,468

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